This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

HDI
HL 2I1F V

Digitized by Google

Gen. Lib. Dup.

Class *Book*

University of Chicago Library

GIVEN BY

N Car Corporation Com.

Besides the main topic this book also treats of

Subject No.	*On page*	*Subject No.*	*On page*

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

THE UNIVERSITY OF LIBRARY

THIRD ANNUAL REPORT

OF THE

BOARD

OF

Railroad Commissioners

OF

NORTH CAROLINA,

FOR THE

Year Ending December 31, 1893.

RALEIGH, N. C.:
JOSEPHUS DANIELS, STATE PRINTER AND BINDER.
Presses of Edwards & Broughton.
1894.

Digitized by Google

idue
351.2
nc
893

North Carolina Railroad Commission.

JAMES W. WILSON, CHAIRMAN;
THOMAS W. MASON,
EUGENE C. BEDDINGFIELD.

HENRY C. BROWN, CLERK.

NOV 23 1915

Digitized by Google

325158

STATE OF NORTH CAROLINA.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

RALEIGH, December 31, 1893.

To His Excellency ELIAS CARR,
Governor of North Carolina.

SIR:—We have the honor to submit to your Excellency our third annual report.

Since our first report of December 31, 1891, 165 $\frac{85}{100}$ miles of new road have been completed and put in operation, and are now assessed for taxation. Of this 114 $\frac{85}{100}$ miles were completed last year and 50 $\frac{85}{100}$ miles this year, before the 30th of June, the end of the fiscal year. The report of the Interstate Commerce Commission will show that in this respect North Carolina leads every State in the Union. The falling off in mileage of new roads constructed this year is due partly to the fact that the greater part of North Carolina is now supplied with railroad facilities, and partly because of the panic in financial circles which has distressed our people so much this year, and which certainly has fallen as heavily upon railroads and manufactures as upon any other class of business. In spite of these circumstances the construction of new roads and the improvement of those already in operation goes steadily on. One or two small roads built temporarily to move lumber and naval stores have been either removed to a better locality or abandoned as the timber was used up; in one case, that of the Jamesville and Washington Road, had been allowed to get in such a condition that the public safety required that its road-bed be improved. An order was given by the Commission that the necessary repairs should be made for the security and accommodation of the public. The company, however, taking advantage of an act passed by the Legislature granting power to abandon a portion of its line, did abandon that portion from Cherry's Station to Jamesville, and has agreed to put the remainder in good shape.

Digitized by Google

ASSESSMENTS.

The assessment of railroad property this year is practically the same per mile as last year. Although there has been a gradual improvement in road-beds and rolling stock on the principal lines, the franchise has been less valuable owing to the exceedingly dull season through which they have just passed. It is true that the valuation on some lines has been increased and on others lowered, but there has been no general alteration.

The total assessment for 1890 was	$12,321,704.00
The total assessment for 1891 was	18,423,298.28
The total assessment for 1892 was	19,726,760.56
The total assessment for 1893 was	24,228,954 69

A total increase since the establishment of a Railroad Commission of $11,907,250.69, and nearly double the assessment of 1890. This is an increased revenue of more than $30,000 per year in State taxes alone, and including State, county and municipal taxes, more than $100,000.

EXEMPTIONS FROM TAXATION.

Several roads in the State have always, by reason of the provisions of their charters from the Legislature, enjoyed either partial or entire exemption from taxation. This fact, as your Excellency is well aware, has been a source of continued dissatisfaction and strife. The railroads that had no such advantages felt that they were not fairly treated by the State; and the people complained that it was unjust to the taxpayers of the State for any class of property (other than that used for religious or benevolent purposes) to be exempt from taxation. Your Excellency is cognizant of the efforts made by the Executive Department as well as the Railroad Commission to get rid of these exemptions. The Raleigh and Gaston Railroad was the first to surrender its chartered rights to exemption from taxation. This was effected during the administration of your Excellency's predecessor, Gov. Holt, by a compromise, pending a suit brought by the State Treasurer to recover certain back taxes on the Seaboard and Roanoke, another division of the same system. Since our last report the Wilmington and Weldon Railroad has also surrendered its claims to exemption both from taxation and from the regulation of its tariff rates by the Railroad Commission.

Digitized by Google

This too was brought about by a compromise during the last session of the Legislature, with which your Excellency and the public are familiar. Under its old charter the Wilmington and Weldon Railroad was allowed to charge a much higher freight rate than the Commission's Standard Tariff on distances over thirty miles, but on very short distances it was restricted to mere nominal rates—lower than any other road in the State has ever used. By the compromise above mentioned the Wilmington and Weldon Railroad accepted a new charter from the Legislature which put it on an equal footing with the other roads in the State, both as to taxation and regulation by the Railroad Commission. The Standard Tariff established by the Commission became at once applicable to that road, and while it *lowered* the rate on long distances in some cases very materially, it *raised* the rate on very short distances. This has caused some complaint especially from persons who ship ten miles and under, and who did not understand why the increase was made. The Commission, however, felt that after its exemptions were surrendered the Wilmington and Weldon Railroad ought to be treated exactly as the other large systems of the State and that any other course would be unjust. For a more complete explanation of this matter we respectfully refer your Excellency to the cases reported on pages 545 and 550 of this report.

The State should be congratulated upon the fact that your Excellency, first of its distinguished line of Governors, has taken the bold yet just view that all corporations should equally share the burden of taxation. And by your efforts the North Carolina Railroad will, in 1894, be placed upon the tax list as other roads. Every species of property within the borders of this commonwealth now shares equally the burden of taxation.

DEPOT IMPROVEMENTS.

By order of the Commission depots have been built or improved for the accommodation of the public at the following places: Wilson, Burlington, Vaughan, Mebane, Marion, Pineville, Bladenboro, Everitt's, Elmwood, Gastonia, Newell, New Garden, Tarboro, Whittier and Lemon Springs, Williamston. Several others will be built or repaired in the Spring.

COMPLAINTS AND DECISIONS.

Since our last report ninety-two complaints have been brought before the Commission. It is but due the railroad companies to state that in

Digitized by Google

many instances they have corrected the causes of complaint as soon as notice was served on them and the matter brought to their attention, and in most cases they have shown a readiness to furnish information and comply with our wishes, that has made our labors lighter and more pleasant and satisfactory. A full list of the decisions made since our last report as well as orders and circulars issued appear herewith, together with a full statement of the transactions of our office Any suggestions as to the amendment of the Commission Act will best be made in our report for 1894, when we will also call attention to the opinions of the Supreme Court in the cases which have been carried to that Court by appeal from the decisions of the Railroad Commission.

With appreciation of courtesies shown, this report is

Respectfully submitted,

J. W. WILSON, *Chairman;*
T. W. MASON,
E. C. BEDDINGFIELD,
Commissioners.

Digitized by Google

ASSESSMENT OF RAILROAD PROPERTY, TELEGRAPH, STEAMBOAT AND CANAL COMPANIES, FOR THE YEAR 1893.

Digitized by Google

STATEMENT A. The following Statement shows the Railroads, Mileage, Valuation, Rolling Stock, other Property, etc.

NAME OF ROAD.	Number of Miles.	Valuation per Mile.	Total Value of Track.	Rolling Stock.	Other Property.	Aggregate Assessed Value.	Equals a Valuation Per Mile of
ATLANTIC COAST LINE SYSTEM—							
Albemarle and Raleigh	54.23	$ 4,000	$ 216,920	$ 31,370 00	$ 11,310 00	$ 259,600 00	$ 4,787 01
Cheraw and Darlington	14.41	3,000	43,230	2,913 00	2,520 00	46,663 00	3,377 03
Petersburg	7.67	10,000	76,700		1,000 00	77,700 00	10,130 38
Wilmington, Columbia and Augusta	66.64	10,000	666,400	125,325 00	9,624 00	801,349 00	12,025 04
Wilmington and Weldon—main line	173 54	10,000	1,735,400	363,170 00	61,230 00	2,159,800 00	12,445 55
Clinton Branch	13.54	3,500	47,390	8,758 00	1,260 00	57,408 00	4,239 88
Nashville Branch	19.53	3,500	68,355	12,207 00	2,940 00	83,502 00	4,275 57
Wilson and Fayetteville Branch	121.60	10,000	1,216,000	224,748 00	26,910 00	1,467,658 00	12,069 55
Scotland Neck Branch	87.39	6,000	524,340	96,373 00	21,460 00	642,173 00	7,348 36
Tarboro Branch	15.10	6,000	90,600	16,455 00	5,400 00	112,455 00	7,447 35
Midland Branch	21.63	2,000	43,260		85 00	43,345 00	2,003 93
Washington Branch	25.45	4,000	101,800	18,587 00	6,120 00	126,507 00	4,970 82
Wilmington, Chadbourne and Conway	25.53	2,500	63,825	4,080 00	500 00	68,405 00	2,679 40
Norfolk and Carolina	68.73	8,000	549,840	72,762 92	9,210 00	631,812 92	9,192 68
	714.97		$ 5,444,030	$ 976,728 92	$ 159,589 00	$ 6,580,377 92	
RICHMOND AND DANVILLE SYSTEM—							
Atlanta and Charlotte Air-Line	51.01	10,000	510,100	40,493 00	2,850 00	553,443 00	10,849 70
Atlantic, Tennessee and Ohio	45 33	5,500	249,315	4,400 00	6,400 00	260,115 00	5,738 25
Asheville and Spartanburg	44.31	7,000	310,380	15,526 00	4,100 00	330,006 00	7,442 62
Charlotte, Columbia and Augusta	13.40	8,500	113,900	7,687 00	6,500 00	128,087 00	9,558 73
Chester and Lenoir (Narrow Gauge)	61.53	3,000	193,590	11,163 00	4,100 00	208,853 00	3,236 52
Danville and Western	.82	3,000	2,475			2,475 00	

Digitized by Google

High Point, Randleman, Asheboro and Southern	31.48	3,000	94,440	6,545 00	6,957 00	107,942 00	3,428 90
Milton and Sutherlin	.81	1,000	310	168 92	900 00	1,378 92	
North Carolina	226.20		1,809,600	114,708 00	150,309 00	1,802,767 00	7,969 79
North Carolina Midland	26.94	2,500	67,350		5,200 00	72,550 00	2,693 02
North Western North Carolina Railroad	29.47	6,000					
	75.84	3,000	401,340	19,365 00	18,545 00	442,250 00	4,199 51
Oxford and Clarksville	52.04	4,500	234,180	11,511 00	6,470 00	252,161 00	4,845 52
Oxford and Henderson	14.12	3,500	49,420	7,515 00	3,235 00	60,170 00	4,261 33
Piedmont	47.82	10,000	478,200		7,475 00	485,675 00	10,156 32
Western North Carolina—							
Salisbury to Old Fort	119.97	8,500	1,019,745	93,666 00		1,113,411 00	9,280 74
Old Fort to Paint Rock	86.07	8,000	688,560	67,204 00		755,764 00	8,780 80
Murphy Branch—Asheville to Murphy	125.56	3,000	376,680	15,000 00	6,000 00	397,680 00	3,167 25
Statesville and Western	20.85	2,000	41,700		5,000 00	46,700 00	2,239 80
State University	10.32	2,000	20,640	2,515 00	2,200 00	25,355 00	2,456 88
Yadkin	42.27	2,500	105,675	6,060 00	4,932 00	116,667 00	2,760 04
	1,128.69		$ 6,770,600	$ 423,526 00	$ 241,173 00	$ 7,163,449,92	
SEABOARD AIR LINE SYSTEM—							
Carolina Central	282.70		1,492,910	113,755 00	44,125 00	1,680,790 00	5,945 49
Durham and Northern	43.48	4,500	195,485	14,625 00	2,300 00	212,380 00	4,889 71
Louisburg	10.38	3,000	31,140		450 00	31,590 00	3,043 37
Murfreesboro	6.35	2,000	12,700		200 00	12,900 00	2,031 50
Pittsboro	12.35	2,000	24,700		400 00	25,100 00	2,032 39
Raleigh and Gaston	115.13	10,000	1,150,300	285,668 00	2,400 00	1,438,368 00	12,493 43
Raleigh and Augusta	112.24	6,000	673,440	24,092 00	8,950 00	706,482 00	6,294 39
Roanoke and Tar River	35.05	4,000	140,200		4,420 00	144,620 00	4,126 11
Seaboard and Roanoke	20.90	10,000	209,000	47,084 00	3,590 00	259,674 00	12,424 59

Digitized by Google

STATEMENT A.—Continued.

NAME OF ROAD.	Number of Miles.	Valuation per Mile.	Total Value of Track.	Rolling Stock.	Other Property.	Aggregate Assessed Value.	Equals a Valuation Per Mile of
SEABOARD AIR LINE SYSTEM—Continued.							
Palmetto	7.33	$ 2,000	$ 14,660	$ 1,598 00	$ 75 00	$ 16,333 00	$
Georgia, Carolina and Northern	15.79	6,000	94,740	3,607 87	2,400 00	100,747 00	6,380 44
	661.65		$ 4,039,225	$ 520,429 87	$ 69,310 00	$ 4,628,964 00	
Aberdeen and Rock Fish	9	1,000	9,000	3,000 00		12,000 00	1,333 33
Aberdeen and West End	29.75	2,000	59,500	14,275 00	1,900 00	75,675 00	2,543 69
Atlantic and North Carolina	102.26	5,000	511,300	63,975 00	43,350 00	618,625 00	6,049 54
Atlantic and Danville	22.40	5,000	112,000	34,637 90	750 00	147,387 00	6,579 77
Cape Fear and Yadkin Valley	355 07	5,000	1,775,350	260,260 00	36,250 00	2,071,860 00	5,835 07
Carthage	21.60	2,000	43,200	3,600 00	800 00	47,600 00	2,203 70
Cashie and Chowan	32	1,250	40,000	7,000 00		47,000 00	1,468 75
Cashie and Roanoke	30	1,000	30,000	6,150 00		36,150 00	1,205 00
Charleston, Cincinnati and Chicago	66.54	4,000	266,160	75,205 00	3,000 00	344,365 00	5,175 31
Danville, Mocksville and South Western	8	2,500	20,000		1,000 00	21,000 00	2,625 00
East Tennessee and Western North Carolina	3	3,100	9,300	2,526 00	1,350 00	13,176 00	4,392 00
Egypt	8	2,000	16,000	15,200 00		31,200 00	3,900 00
Glendon and Gulf	3	2,000	6,000	2,500 00		8,500 00	2,833 34
Hamilton Railway	6	2,500	15,000	3,500 00	400 00	18,900 00	3,150 00
Hoffman and Troy	3.50	1,500	5,250	2,000 00		7,250 00	2,071 43
Jamesville and Washington	22.73	2,000	45,460	2,125 00	5,000 00	52,585 00	2,313 50
Laurel River and Hot Springs	2	1,000	2,000	6,000 00		8,000 00	
Marietta and North Georgia	13.25	4,000	53,000	3,100 00	600 00	56,700 00	
New Hanover Transit Company	3	3,000	9,000	3,425 00		12,425 00	4,141 67

Digitized by Google

Roanoke and Southern Division	49.61	6,000	297,660	16,476 15	26,233 00	340 389 00	6,860 89
Lynchburg and Durham Division	43.57	5,000	217,850	19,673 95	4,731 00	242.254 95	5,560 18
Norfolk and Southern	60.49	4,500	272,205	74,325 78	31,025 00	377,555 78	6,241 62
Albemarle and Pantego (Division)	32.34	3,000	97,020	38,396 22	7,825 00	143,241 22	4,429 22
Raleigh and Western	1.00	1,000	1,000			1,000 00	1,000 (0
Suffolk and Carolina	25.50	2,500	63,750	11,655 00	922 50	76,327 50	2,993 23
Suffolk Lumber Company	10	2,500	25,000			25,000 00	2,500 00
Warrenton	3.12	2,000	6,250	2,900 00	700 00	9,850 00	3,157 05
Wilmington, Onslow and East Carolina Railway Company	52.95	3,500	185,325	29,725 00	3,370 00	218,420 00	4,125 03
East Carolina Land and Railway Company (Division)	23.44	1,500	35,160			35,160 00	
Wilmington Railway Bridge Company	2.40		80,0 0			80,000 00	
Wilmington Sea Coast	11	4,000	44,000	10,300 00	400 00	54,700 00	4,972 72
Winton	10	2,000	20,000	5,150 00	50 00	25,200 00	2,520 00
A. B. Andrews, Trustee Richmond and Danville R. R. Co.						12,066 33	
Moore County Railroad	7.50	1,000	7,500	2,500 00		10,000 00	
	$1,072.02		$ 4,380,2.0	$ 719,581 10	$ 169,656 50	$ 5,281,513 90	
Pullman Palace Car Company						82,568 07	
Postal Telegraph Cable Company—poles and wire						29,082 66	
Western Union Telegraph Company						164,270 22	
Steamboat Companies						298,698 00	

RECAPITULATION—Atlantic Coast Line System..... 714.97 miles, valuation, $ 6,580,377 92
Richmond and Danville System.. 1,128.69 miles, valuation, 7,163,449 92
Seaboard Air Line System..... 661.65 miles, valuation, 4,628,964 00
Miscellaneous roads..... 1,072.02 miles, valuation, 5,281,543 90
3,577.33 miles. $ 23,654,335 74
Pullman, Telegraph and Steamboat Companies..... 574,618 95
Total..... $ 24,228,954 69

Digitized by Google

STATEMENT B. Showing Railroads, Assessed Value, Apportioned to Counties and Towns in Proportion to Mileage.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Aberdeen and Rock Fish	Moore		3.00	$ 1,333 33	$ 4,000 00
	Cumberland		6.00	1,333 33	8,000 00
Aberdeen and West End	Moore		27.25	2,543 69	69,315 55
	Montgomery		2.50	2,543 69	6,359 45
		Aberdeen	.50	2,543 69	1,271 84
		Candor	.50	2,543 69	1,271 84
Atlantic and North Carolina	Wayne		11.80	6,049 54	71,384 58
	Lenoir		17.71	6,049 54	107,137 15
	Jones		3.61	6,049 54	21,838 84
	Craven		52.05	6,049 54	314,878 00
	Carteret		17.09	6,049 54	103,386 43
		Goldsboro	2.59	6,049 54	15,668 31
		LaGrange	1.25	6,049 54	7,561 92
		Kinston	.92	6,049 54	5,565 58
		Newbern	3.48	6,049 54	21,052 40
		Newport	1.06	6,049 54	6,412 52
		Morehead City	3.20	6,049 54	19,368 53
Atlantic and Danville	Caswell		14.90	6,579 77	98,038 57
	Person		5.30	6,579 77	34,875 78
	Granville		2.20	6,579 77	14,475 49
		Milton	.10	6,579 77	657 98
Cape Fear and Yadkin Valley	New Hanover		10.18	5,835 07	59,401 09
	Pender		22.60	5,835 07	131,872 68
	Sampson		40.71	5,835 07	237,545 79
	Cumberland		44.87	5,835 07	261,819 70
	Robeson		29.20	5,835 07	170,384 19
	Richmond		10.43	5,835 07	60,859 88
	Harnett		14.28	5,835 07	83,324 90
	Moore		13.27	5,835 07	77,431 48
	Chatham		29.71	5,835 07	173,360 08
	Randolph		31.62	5,835 07	184,505 06
	Guilford		43.62	5,835 07	254,525 85
	Rockingham		10.96	5,835 07	63,952 47
	Forsyth		11.11	5,835 07	64,827 73
	Stokes		22.10	5,835 07	128,955 20
	Surry		20.41	5,835 07	119,093 90
		Wilmington	.12	5,835 07	700 20

Digitized by Google

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Cape Fear and Yadkin Valley		Roseboro	.73	$ 5,835 07	$ 4,259 60
		Fayetteville	7.68	5,835 07	44,813 33
		Jonesboro	1.22	5,835 07	7,118 78
		Sanford	1.84	5,835 07	10,736 52
		Siler City	1.22	5,835 07	7,118 78
		Greensboro	5.92	5,835 07	34,543 61
		Germanton	.50	5,835 07	2,917 53
		Pilot Mountain	1.58	5,835 07	9,219 41
		Mt. Airy	2.65	5,835 07	16,462 93
		Hope Mills	1.75	5,835 07	10,211 37
		Red Springs	1.59	5,835 07	9,277 76
		Maxton	1.63	5,835 07	9,511 16
		Madison	.82	5,835 07	4,784 75
		Liberty	1.73	5,835 07	10,094 67
Carthage, 10.32 Carthage and Western, 11.28	Moore		21.60	2,203 70	47,599 92
		Carthage	.50	2,203 70	1,101 85
		Cameron	.50	2,203 70	1,101 85
Cashie and Chowan	Bertie		32.00	1,468 75	47,000 00
Cashie and Roanoke	Bertie		30.00	1,205 00	36,150 00
Charleston, Cin. and Chicago	Cleveland		23.45	5,175 31	121,361 00
	Rutherford		29.36	5,175 31	151,947 00
	McDowell		13.73	5,175 31	71,057 00
		Forest City	1.42	5,175 31	7,348 94
		Marion	.78	5,175 31	4,036 74
		Mooresboro	1.17	5,175 31	6,055 11
		Shelby	1.69	5,175 31	8,746 27
		Earle's	1.16	5,175 31	6,003 35
Danville, Mocksville and S. W.	Rockingham		8.00	2,625 00	21,000 00
East Tennessee and W. N. C	Mitchell		3.00	4,392 00	13,176 00
		Elk Park	.50	4,392 00	2,196 00
Egypt	Chatham		8.00	3,900 00	31,200 00
Glendon and Gulf	Chatham		3.00	2,833 34	8,500 02
Hamliton	Martin		6.00	3,150 00	18,900 00
Hoffman and Troy	Richmond		3.50	2,071 43	7,250 00
Jamesville and Washington	Martin		9.73	2,313 50	22,509 42
	Beaufort		13.00	2,313 50	30,075 58
Marietta and North Georgia	Cherokee		13.25		56,700 00

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Laurel River and Hot Springs	Madison		2.00	$ 4,000 00	$ 8,000 00
Maxton, Alma and Rowland	Robeson				
New Hanover Transit Co	New Hanover		3.00	4,141 67	12,425 01
Norfolk and Western—					
R. and S. Division	Rockingham		20.96	6,860 89	143,804 31
	Stokes		11.68	6,800 89	80,135 29
	Forsyth		16.97	6,860 89	116,429 40
		Stoneville	1.29	6,860 89	8,850 54
		Madison	2.17	6,860 89	14,888 13
		Winston	2.40	6,860 89	16,466 14
		Salem	.25	6,860 89	1,715 22
L. and D. Division	Person		22.86	5,560 13	127,104 57
	Durham		20.71	5,560 13	115,150 38
		Roxboro	1.15	5,560 13	6,394 15
		Durham	.34	5,560 13	1,890 44
Norfolk and Southern	Currituck		15.92	6,241 62	99,366 60
	Camden		5.68	6,241 62	35,514 91
	Pasquotank		15.67	6,241 62	97,806 28
	Chowan		6.01	6,241 62	37,512 18
	Perquimans		17.20	6,241 62	107,355 86
		Elizabeth City	2.69	6,241 62	16,789 99
		Windfall	.60	6,241 62	3,744 98
		Edenton	2.91	6,241 62	18,163 14
Albemarle and Pantego Divis'n	Washington		19.81	4,429 22	87,743 00
	Beaufort		12.53	4,429 22	55,498 22
		Pantego	.63	4,429 23	2,790 41
Raleigh and Western	Chatham		1.00	1,000 00	1,000 00
Suffolk and Carolina	Gates		17.50	2,993 23	52,381 63
	Chowan		8.00	2,993 23	23,945 87
Suffolk Lumber Company	Gates		10 00	2,500 00	25,000 00
Warrenton	Warren		3.12	3,157 05	9,850 00
Wilmington, Onslow & E. Caro.	New Hanover		14.39	4,125 08	59,359 18
	Pender		16.17	4,125 08	66,701 40
	Onslow		22.39	4,125 08	92,359 42
		Wilmington	2.75	4,125 08	11,343 88
		Jacksonville	.70		2,887 52
Wilmington Railway Bridge Co.	New Hanover		12,504 ft.		78,854 19
	Brunswick		183 ft.		1,145 81

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Wilmington Sea Coast	New Hanover		11.00	$ 4,972 72	$ 54,700 00
Winton	Hertford		10		25,200 00
East Carolina Land and R'y Co.	Onslow		14.75	1,500 00	22,125 00
	Jones		8.69	1,500 00	13,035 00
		Jacksonville	.27		405 00
ATLANTIC COAST LINE—					
Wilmington and Weldon—Main Line.	New Hanover		12 10	12,445 55	150,591 15
	Pender		26.85	12,445 55	327,940 24
	Duplin		35.97	12,445 55	447,666 43
	Wayne		32.04	12,445 55	398,755 00
	Wilson		20.81	12,445 55	258,991 59
	Nash		11.51	12,445 55	143,248 28
	Edgecombe		11.30	12,445 55	140,634 71
	Halifax		23.46	12,445 55	291,972 60
		Wilmington	3 58	12,445 55	44,555 06
		Burgaw	1.41	12,445 55	17,548 22
		Wallace	.91	12,445 55	11,325 45
		Magnolia	1.33	12,445 55	16,551 85
		Warsaw	1.42	12,445 55	17,672 68
		Faison	1.14	12,445 55	14,187 92
		Mt. Olive	.80	12,445 55	9,956 44
		Goldsboro	1.97	12,445 55	24,517 73
		Pikeville	1.00	12,445 55	12,445 55
		Fremont	1.19	12,445 55	14,810 20
		Black Creek	.87	12,445 55	10,827 62
		Wilson	1.13	12,445 55	14,063 47
		Elm City	.80	12,445 55	9,956 44
		Rocky Mount	1.42	12,445 55	17,672 68
		Battleboro	.65	12,445 55	8,089 60
		Whitaker	1.32	12,445 55	16,428 12
		Enfield	1.35	12,445 55	16,801 49
		Weldon	1.83	12,445 55	22,775 35
Clinton Branch	Duplin		3.00	4,239 88	12,719 64
	Sampson		10.54	4,239 88	44,688 36
		Warsaw	.18	4,239 88	763 17
		Clinton	.68	4,239 88	2,883 11

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Cont'd.					
Nashville Branch	Nash		19.53	$ 4,275 57	$ 83,502 00
		Rocky Mount	.26	4,275 57	1,111 64
		Spring Hope	.81	4,275 57	3,463 21
		Nashville	.87	4,275 57	3,719 78
Wilson & Fayetteville Branch	Wilson		12.76	12,069 55	154,007 48
	Johnston		31.51	12,069 55	380,311 72
	Harnett		6.73	12,069 55	81,228 07
	Cumberland		34.11	12,069 55	411,692 65
	Robeson		36.49	12,069 55	440,418 08
		Lucama	.83	12,069 55	10,017 72
		Kenly	1.29	12,069.55	15,569 71
		Selma	1.21	12,069 55	14,604 15
		Four Oaks	.85	12,069 55	10,259 11
		Benson	.79	12,069 55	9,535 94
		Dunn	1.31	12,069 55	15,811 11
		Fayetteville	1.54	12,069 55	18,587 10
		Hope Mills	1.80	12,069 55	21,725 19
		Rowland	1.30	12,069 55	15,690 41
Scotland Neck Branch	Halifax		26.34	7,348 36	193,555 80
	Martin		17.69	7,348 36	129,992 49
	Pitt		32.13	7,348 36	236,102 71
	Lenoir		11.23	7,348 36	82,522 00
		Scotland Neck	1.18	7,348 36	8,671 06
		Hobgood	.23	7,348 36	1,690 12
		Conoho, "Goose Nest."	1.18	7,348 36	8,671 06
		Greenville	.97	7,348 36	7,127 90
		Ayden	.47	7,348 36	3,453 72
		Grifton	.79	7,348 36	5,805 20
		Kinston	.52	7,348 36	3,821 14
		Parmele	1.11	7,348 36	9,332 41
Tarboro Branch	Edgecombe		15.10	7,447 35	112,455 00
		Tarboro	.54	7,447 35	4,021 56
Washington Branch	Martin		.42	4,970 82	2,087 75
	Pitt		18.48	4,970 82	91,860 38
	Beaufort		6.55	4,970 82	32,558 87
		Washington	.76	4,970 82	3,777 82
		Parmele	.34	4,970 82	1,690 07

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Con'td.					
Albemarle and Raleigh	Edgecombe		9.22	$ 4,787 01	$ 44,136 43
	Pitt		6.80	4,787 01	32,551 67
	Martin		34.26	4,787 01	164,008 21
	Washington		3.95	4,787 01	18,908 60
		Tarboro	1.20	4,787 01	5,744 41
		Hilmer			
		Princeton	.77	4,787 01	3,685 99
		Coneto	.76	4,787 01	3,638 12
		Bethel	.36	4,787 01	1,723 32
		Robersonville	.84	4,787 01	4,021 08
		Williamston	.41	4,787 01	1,962 67
		Jamesville	.21	4,787 01	1,005 27
		Plymouth	.13	4,787 01	622 81
		Parmele	1.00	4,787 01	4,787 01
Cheraw and Darlington	Anson		14.41	3,377 03	48,668 09
		McFarland	1.13	3,377 03	3,816 04
		Morven	1.15	3,377 03	4,388 44
Midland North Carolina	Wayne		8.76	2,008 93	17,554 42
	Johnston		12.87	2,008 93	25,790 58
Petersburg	Northampton		7.67	10,130 38	77,700 00
Norfolk and Carolina	Gates		15.50	9,192 68	142,486 65
	Hertford		15.13	9,192 68	139,085 25
	Bertie		13.40	9,192 68	128,181 91
	Halifax		13.99	9,192 68	128,605 51
	Edgecombe		10.71	9,192 68	98,453 60
		Ahoskia	.99	9,192 68	9,100 75
		Kelford	.6	9,192 68	5,147 90
		Hobgood	.74	9,192 68	6,802 58
		Tarboro	.085	9,192 68	781 37
Wilmington, Chadbourne and Conway.	Columbus		25.53	2,679 40	68,405 09
		Chadbourne	1.34	2,679 40	3,590 39
		Hub	.80	2,679 40	2,158 52
Wilmington, Columbia and Augusta.	Brunswick		13.49	12,025 04	162,217 79
	Columbus		53.15	12,025 04	639,131 21
		Fair Bluff	1.25	12,025 04	15,031 30
		Cerro Gordo	1.04	12,025 04	12,506 04
		Chadbourne	1.39	12,025 04	16,714 80
		Whiteville	1.32	12,025 04	15,873 05

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICHMOND AND DANVILLE SYSTEM—					
Asheville and Spartanburg	Polk		10.95	$ 7,442 62	$ 81,496 75
	Henderson		22.44	7,442 62	167,012 50
	Buncombe		10.95	7,442 62	81,496 75
		Hendersonville	1.96	7,442 62	14,587 53
		Saluda	1 24	7,442 62	9,228 81
		Tryon City	1.15	7,442 62	8,559 01
		Victoria	.14	7,442 62	1,041 96
Atlanta & Charlotte Air-Line	Cleveland		9.05	10,849 70	98,189 75
	Gaston		25.81	10,849 70	280,030 65
	Mecklenburg		16.15	10,849 70	175,222 60
		Grover	.90	10,849 70	9,764 73
		King's Mountain	1.75	10,849 70	18,986 97
		Gastonia	2.31	10,849 70	25,062 80
		Lowell	1.60	10,849 70	17,359 50
		Charlotte	5.30	10,849 70	57,503 41
Atlantic, Tennessee and Ohio	Mecklenburg		22.25	5,738 25	127,676 12
	Iredell		23 08	5,738 25	132,438 88
		Charlotte	.50	5,738 25	2,869 12
		Huntersville	1.15	5,738 25	6,598 98
		Davidson College	1.86	5,738 25	10,673 14
		Mooresville	2.24	5,738 25	12,853 68
		Statesville	.52	5,738 25	2,983 88
Charlotte, Columbia & Augusta	Mecklenburg		13.40	9,558 73	128,067 00
		Charlotte	1.55	9,558 73	14,816 03
		Pineville	1.35	9,558 73	12,904 28
Chester and Lenoir	Gaston		20.06	3,236 52	64,924 69
	Lincoln		14.39	3,236 52	46,573 59
	Catawba		12.09	3,236 52	39,129 60
	Burke		2.58	3,236 52	8,350 27
	Caldwell		15.41	3,236 52	49,874 85
		Dallas	1.10	3,236 52	3,560 17
		Gastonia	1.65	3,236 52	5,340 26
		Lincolnton	1.02	3,236 52	3,301 25
		Newton	1.89	3,236 52	6,117 02
		Maiden	1.16	3,236 52	3,764 36
		Hickory	.45	3,236 52	1,456 43
		Lenoir	.86	3,236 52	2,783 40

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM.—Cont'd.					
Danville and Western	Caswell		.82	$ 3,000 00	$ 2,475 00
High Point, Randleman, Asheboro and Southern.	Guilford		4.88	3,428 90	16,561 62
	Randolph		26.65	3,428 90	91,380 38
		High Point	1.89	3,428 90	6,480 62
		Randleman	1.46	3,428 90	5,006 20
		Ashboro	.72	3,428 90	2,468 30
Milton and Sutherlin	Caswell		.31	4,448 13	1,378 92
		Milton	.15	4,448 13	667 21
North Western No. Carolina	Guilford		11.90	4,199 51	49,974 13
	Forsyth		40.66	4,199 51	170,751 82
	Surry		33.85	4,199 51	142,153 38
	Wilkes		18.90	4,199 51	79,370 67
		Kernersville	1.41	4,199 51	5,921 30
		Salem	1.32	4,199 51	5,543 35
		Winston	2.64	4,199 51	11,086 70
		Elkin	1.59	4,199 51	6,677 22
		N'rth Wilkesboro	1.78	4,199 51	7,475 32
North Carolina Midland	Forsyth		14.05	2,698 02	37,836 96
	Davie		12.89	2,698 02	34,713 04
		Winston	.94	2,698 02	2,531 44
		Mocksville	.67	2,698 02	1,804 32
North Carolina	Wayne		11.00	7,969 79	87,667 80
	Johnston		27.00	7,969 79	215,184 50
	Wake		26.00	7,969 79	207,214 50
	Durham		16 00	7,969 79	127,516 60
	Orange		18.00	7,969 79	143,456 20
	Alamance		21.00	7,969 79	167,365 60
	Guilford		32.00	7,969 79	255,033 50
	Randolph		.70	7,969 79	5,578 80
	Davidson		24.50	7,969 79	195,280 00
	Rowan		21.00	7,969 79	167,365 60
	Cabarrus		17.00	7,969 79	135,486 40
	Mecklenburg		12.00	7,969 79	95,637 50
		Goldsboro	.70	7,969 79	5,578 86
		Princeton	.40	7,969 79	3,187 92
		Pine Level	1.00	7,969 79	7,969 80
		Selma	1.00	7,969 79	7,969 80
		Clayton	1.00	7,969 79	7,969 80

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM.—Cont'd.					
North Carolina		Raleigh	1.00	$ 7,969 79	$ 7,969 80
		Cary	1.00	7,969 79	7,969 80
		Morrisville	.60	7,969 79	4,781 88
		Durham	1 20	7,969 79	9,563 76
		Hillsboro	.10	7,969 79	796 88
		Mebane	1.00	7,969 79	7,969 80
		Burlington	2.00	7,969 79	15,939 00
		Gibsonville	.60	7,969 79	4,781 88
		Greensboro	1.00	7,969 79	7,969 80
		High Point	3.48	7,969 79	27,734 90
		Thomasville	1.00	7,969 79	7,969 80
		Lexington	.50	7,969 79	3,984 90
		Salisbury	1.30	7,969 79	10,360 74
		China Grove	1.10	7,969 79	8,766 78
		Concord	1.40	7,969 79	11,157 72
		Charlotte	1.40	7,969 79	11,157 72
Oxford and Clarksville	Granville		40.26	4,845 52	195,080 75
	Durham		11.78	4,845 52	57,080 25
		Oxford	1.72	4,845 52	8,334 29
		Durham	.73	4,845 52	3,537 23
Oxford and Henderson	Granville		6.50	4,261 33	27,698 65
	Vance		7.62	4,261 33	32,471 35
		Oxford	.52	4,261 33	2,215 89
		Henderson	.77	4,261 33	3,281 23
Piedmont	Caswell		6.86	10,156 32	69,672 33
	Rockingham		24.00	10,156 32	243,751 54
	Guilford		16.96	10,156 32	172,251 13
		Ruffin	1.26	10,156 32	12,796 96
		Reidsville	2.36	10,156 32	23,968 92
		Greensboro	3.56	10,156 32	36,156 49
Statesville and Western	Iredell		11.40	2,239 80	25,533 81
	Alexander		9.45	2,239 80	21,166 19
		Statesville	1.72	2,239 80	3,852 45
		Taylorsville	.57	2,239 80	1,276 68
State University	Orange		10.32	2,456 88	25,355 00
Yadkin	Rowan		17.41	2,760 04	48,052 35
	Cabarrus		1.12	2,760 04	3,091 26
	Stanly		23.74	2,760 04	65,523 39

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM.—Cont'd.					
Yadkin		Salisbury	.93	$ 2,760 04	$ 2,566 83
		Albemarle	1.20	2,760 04	3,312 04
		New London	2.19	2,760 04	6,044 48
		Norwood	.81	2,760 04	2,235 63
Western North Carolina—					
Salisbury to Old Fort	Rowan		19.77	9,280 74	183,480 31
	Iredell		21.05	9,280 74	195,359 68
	Catawba		24.75	9,280 74	229,698 46
	Burke		31.21	9,280 74	289,652 05
	McDowell		23.19	9,280 74	215,220 50
		Salisbury	2.64	9,280 74	24,501 17
		Cleveland	1.79	9,280 74	16,612 52
		Statesville	1.16	9,280 74	10,765 65
		Newton	.65	9,280 74	6,032 48
		Conover	1.72	9,280 74	15,962 87
		Hickory	2.59	9,280 74	24,037 11
		Morganton	1.98	9,280 74	18,375 86
		Glen Alpine	1.14	9,280 74	10,580 04
		Marion	1.83	9,280 74	16,983 75
		Old Fort	2.14	9,280 74	19,860 78
Old Fort to Paint Rock	McDowell		11.46	8,780 80	100,101 22
	Buncombe		40.94	8,780 80	359,486 18
	Madison		33.73	8,780 80	296,176 60
		Asheville	3.59	8,780 80	31,523 07
		Marshall	1.14	8,780 80	10,010 11
		Hot Springs	2.99	8,780 80	26,254 59
		Victoria	1.61	8,780 80	14,137 08
		Paint Rock	2.99	8,780 80	26,254 59
Murphy Division	Buncombe		13.07	3,167 25	41,395 80
	Haywood		22.28	3,167 25	70,567 18
	Jackson		23.58	3,167 25	74,683 61
	Swain		39.19	3,167 25	124,124 32
	Macon		2.62	3,167 25	8,298 09
	Cherokee		24.82	3,167 25	78,611 00
		Canton	.67	3,167 25	2,122 05
		Waynesville	1.37	3,167 25	4,339 13
		Clyde	1.14	3,167 25	3,610 66
		Sylva	1.11	3,167 25	3,515 64

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM.—Cont'd.					
Murphy Division		Dillsboro	1.51	$ 3,167 25	$ 4,782 54
		Bryson City	1.16	3,167 25	3,674 01
		Murphy	1.27	3,167 25	4,022 40
SEABOARD AIR-LINE SYSTEM—					
Carolina Central	New Hanover		2.90	5,945 49	17,241 92
	Brunswick		12.80	5,945 49	76,102 27
	Columbus		9.40	5,945 49	55,887 60
	Bladen		34.60	5,945 49	205,713 98
	Robeson		32.50	5,945 49	193,228 42
	Richmond		35.40	5,945 49	210,470 34
	Anson		29.70	5,945 49	176,581 05
	Union		27.30	5,945 49	162,311 87
	Mecklenburg		26 00	5,945 49	154,582 74
	Gaston		18.10	5,945 49	107,613 36
	Lincoln		16.10	5,945 49	95,722 38
	Cleveland		22	5,945 49	130,800 78
	Rutherford		15.90	5,945 49	94,533 29
		Wilmington	2.80	5,945 49	16,647 73
		Lumberton	.40	5,945 49	2,378 19
		Maxton	1.20	5,945 49	7,134 58
		Laurinburg	2.20	5,945 49	13,080 07
		Rockingham	.80	5,945 49	4,756 39
		Lilesville	1.20	5,945 49	7,134 58
		Polkton	1.20	5,945 49	7,134 58
		Beaver Dam	1.20	5,945 49	7,134 58
		Monroe	1.60	5,945 49	9,512 78
		Matthews	1.10	5,945 49	6,540 03
		Charlotte	2.80	5,945 49	16,647 73
		Mt. Holly	1.50	5,945 49	8,918 23
		Stanly Creek	.60	5,945 49	3,567 29
		Cherryville	1.10	5,945 49	6,540 03
		Lincolnton	1	5,945 49	5,945 49
		Waco	1.10	5,945 49	6,540 03
		Shelby	1.40	5,945 49	8,323 68
		Ellenboro	1.50	5,945 49	8,918 23
Durham and Northern	Vance		7.62	4,889 71	37,259 69
	Granville		23.01	4,889 71	112,512 22
	Wake		1.15	4,889 71	5,623 06

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABO'D A. L. SYSTEM.—Cont'd.					
Durham and Northern	Durham		11.65	$ 4,889 71	$ 56,965 12
		Henderson	.65	4,889 71	3,178 41
		Durham	1.53	4,889 71	7,481 26
Georgia, Carolina and North'n	Union		15.79	6,380 44	100,747 00
		Monroe	1.42	6,380 44	9,060 22
		Waxhaw	.48	6,380 44	3,062 61
Louisburg	Franklin		10.38	3,043 37	31,590 00
		Louisburg	.32	3,043 37	973 88
		Franklinton	.48	3,043 37	1,460 81
Murfreesboro	Northampton		3.94	2,031 50	8,004 09
	Hertford		2.41	2,031 50	4,895 91
		Murfreesboro	.58	2,031 50	1,178 27
Pittsboro	Chatham		12.35	2,032 39	25,100 00
		Pittsboro	.42	2,032 39	853 60
Palmetto	Richmond		7.33	2,228 25	16,333 00
Raleigh and Gaston	Wake		26.68	12,493 43	333,324 71
	Franklin		13.83	12,493 43	172,784 14
	Vance		25.48	12,493 43	318,332 30
	Warren		25.50	12,493 43	318,582 47
	Halifax		23.64	12,493 43	295,344 38
		Raleigh	5.23	12,493 43	65,340 64
		Wake Forest	1.30	12,493 43	16,241 46
		Youngsville	.75	12,493 43	9,370 07
		Franklinton	1.48	12,493 43	18,490 27
		Kittrell	.55	12,493 43	6,871 39
		Henderson	3.30	12,493 43	41,228 32
		Macon	1 35	12,493 43	16,866 13
		Littleton	1.70	12,493 43	21,238 83
		Weldon	1.88	12,493 43	23,487 65
Raleigh and Augusta Air-Line	Wake		23 51	6,294 39	147,981 10
	Chatham		16.09	6,294 39	101,276 74
	Moore		41.46	6,294 39	260,965 04
	Richmond		31.18	6,294 39	196,259 12
		Raleigh	.37	6,294 39	2,328 92
		Cary	1.23	6,294 39	7,742 10
		Apex	.02	6,294 39	125 89
		Sanford	1.48	6,294 39	9,315 70

Digitized by Google

STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABO'D A. L. SYSTEM.—Cont'd.					
Raleigh and Augusta Air-Line		Cameron	.25	$ 6,294 39	$ 1,573 60
		Manly	1.30	6,294 39	8,182 71
		Southern Pines	1.47	6,294 39	9,252 75
		Keyser	1.06	6,294 39	6,672 05
Roanoke and Tar River	Northampton		26.70	4,126 11	1,101 67
	Bertie		8 35	4,126 11	344 53
		Kelford	.57	4,126 11	2,351 88
Seaboard and Roanoke	Northampton		20.22	12,424 59	251,225 20
	Halifax		.68	12,424 59	8,448 72
		Seaboard	1.30	12,424 59	16,152 00
		Gary's	2.00	12,424 59	24,849 18
		Weldon	.68	12,424 59	8,448 72

Digitized by Google

STATEMENT C.—The following Table shows list of Counties with Railroad Mileage and Assessed Value.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Alamance	North Carolina	21.00	$ 7,969 79	$167,365 60
Alexander	Statesville and Western	9.45	2,239 80	21,166 19
Anson	Carolina Central	29.70	5,945 49	176,581 05
	Cheraw and Darlington	14.41	3,377 03	48,663 00
Beaufort	Jamesville and Washington	13.00	2,313 50	30,075 58
	Albemarle and Pantego	12.53	4,429 22	55,498 22
	Washington Branch(Wilmington and Weldon)	6.55	4,970 82	32,558 87
Bladen	Carolina Central	34.60	5,945 49	205,713 98
Bertie	Cashie and Chowan	32.00	1,468 75	47,000 00
	Cashie and Roanoke	30.00	1,205 00	36,150 00
	Norfolk and Carolina	13.40	9,192 68	123,181 91
	Roanoke and Tar River	8.35	4,126 11	34,453 00
Brunswick	Carolina Central	12.80	5,945 49	76,102 27
	Wilmington, Columbia and Augusta	13.49	12,025 04	162,217 79
	Wilmington Railway Bridge Company	183 ft.		1,145 81
Buncombe	Western North Carolina	40.94	8,780 80	359,486 18
	Western North Carolina	13.07	3,167 25	41,395 80
	Asheville and Spartanburg	10.95	7,442 62	81,496 75
Burke	Chester and Lenoir	2.58	3,236 52	8,350 27
	Western North Carolina	31.21	9,280 74	289,652 05
Cabarrus	North Carolina	17.00	7,969 79	135,486 40
	Yadkin	1.12	2,760 04	3,091 26
Caldwell	Chester and Lenoir	15.41	3,236 52	49,874 85
Camden	Norfolk and Southern	5.69	6,241 62	35,514 91
Carteret	Atlantic and North Carolina	17.09	6,049 54	103,386 43
Caswell	Milton and Sutherlin	.31	4,448 13	1,378 92
	Piedmont	6.86	10,156 82	69,672 33
	Atlantic and Danville	14.90	6,579 77	98,088 57
	Danville and Western	33.40	3,000 00	2,475 00
Catawba	Chester and Lenoir	12.09	3,236 52	39,129 60
	Western North Carolina	24.75	9,280 74	229,698 46
Chatham	Egypt Railway	8.00	3,900 00	31,200 00
	Raleigh and Augusta Air-Line	16.09	6,294 39	101,276 74
	Cape Fear and Yadkin Valley	29.71	5,835 07	173,360 08
	Pittsboro	12 35	2,082 39	25,100 00
	Glendon and Gulf	3.00	2,833 34	8,500 02
	Raleigh and Western	1.00	1,000 00	1,000 00

Digitized by Google

STATEMENT C.—Continued.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Cherokee	Marietta and North Georgia	13.25	$	$ 56,700 00
	Western North Carolina	24.82	3,167 25	78,611 00
Chowan	Norfolk and Southern	6.01	6,241 62	37,512 13
	Suffolk and Carolina	8.00	2,993 23	23,945 87
Cleveland	Carolina Central	22.00	5,945 49	130,800 78
	Charleston, Cincinnati and Chicago	23 45	5,175 31	121,361 00
	Atlanta and Charlotte Air-Line	9.05	10,849 70	98,189 75
Columbus	Carolina Central	9.40	5,945 49	55,887 60
	Wilmington, Chadbourne and Conway	25.53	2,679 40	68,405 00
	Wilmington, Columbia and Augusta	53.15	12,025 04	639,131 21
Craven	Atlantic and North Carolina	52.05	6,019 54	314,878 00
Cumberland	Wilmington and Weldon (W. and F. Branch)	34 11	12,069 55	411,692 65
	Cape Fear and Yadkin Valley	44.87	5,835 07	261,819 70
	Aberdeen and Rock Fish	6.00	1,333 33	8,000 00
Currituck	Norfolk and Southern	15.92	6,241 62	99,366 60
Davidson	North Carolina	24 50	7,969 79	195,260 00
Davie	North Carolina Midland	12.89	2,693 02	34,713 04
Duplin	Wilmington and Weldon (Clinton Branch)	3.00	4,239 88	12,719 64
	Wilmington and Weldon	35.97	12,445 55	447,666 43
Durham	Durham and Northern	11.65	4,889 71	56,965 12
	North Carolina	16.00	7,960 79	127,516 60
	Oxford and Clarksville	11.78	4,845 52	57,080 25
	Norfolk and Western	20.71	5,560 13	115,150 38
Edgecombe	Norfolk and Carolina	10.71	9,192 68	98,453 60
	Wilmington and Weldon (Tarboro Branch)	15.10	7,447 35	112,455 00
	Albemarle and Raleigh	9.22	4,787 01	44,136 43
	Wilmington and Weldon	11.30	12,445 55	140,634 71
Forsyth	North Western North Carolina	40.66	4,199 51	170,751 82
	Cape Fear and Yadkin Valley	11.11	5,835 07	64,827 73
	North Carolina Midland	14.05	2,693 02	37,836 96
	Norfolk and Western	16.97	6,860 89	116,429 40
Franklin	Louisburg	10.38	3,043 37	31,590 00
	Raleigh and Gaston	13.83	12,493 43	172,784 14
Gaston	Chester and Lenoir	20.06	3,236 52	64,924 69
	Carolina Central	18.10	5,945 49	107,613 36
	Atlanta and Charlotte Air-Line	25.81	10,849 70	280,030 65
Gates	Norfolk and Carolina	15.50	9,192 68	142,486 65
	Suffolk Lumber	10.00	2,500 00	25,000 00
	Suffolk and Carolina	17.50	2,993 23	52,381 68

Digitized by Google

STATEMENT C.—Continued.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Granville	Durham and Northern	23.01	$ 4,889 71	$112,512 22
	Oxford and Clarksville	40.26	4,845 52	195,080 75
	Oxford and Henderson	6.50	4,261 33	27,698 65
	Atlantic and Danville	2.20	6,579 77	14,475 49
Guilford	High Point, Randleman, Ashboro & Southern	4 83	3,428 90	16,561 62
	North Western North Carolina	11 90	4,199 51	49,974 13
	North Carolina	32.00	7,969 79	255,033 50
	Piedmont	16.96	10,156 32	172,251 13
	Cape Fear and Yadkin Valley	43.62	5,835 07	254,525 85
Halifax	Norfolk and Carolina	13 99	9,192 68	128,605 51
	Raleigh and Gaston	23.64	12,493 43	295,344 38
	Wilmington and Weldon(Scotl'nd Neck Br'ch)	26.34	7,318 36	193,555 80
	Wilmington and Weldon	23.46	12,445 55	291,972 60
	Seaboard and Roanoke	.68	12,424 59	8,448 72
Harnett	Wilmington and Weldon (W. and F. Branch)	6.73	12,069 55	81,228 07
	Cape Fear and Yadkin Valley	14.28	5,835 07	83,324 90
Haywood	Western North Carolina	22.28	3,167 25	70,567 18
Henderson	Asheville and Spartanburg	22.44	7,442 62	167,012 50
Hertford	Norfolk and Carolina	15.13	9,192 68	139,085 25
	Murfreesboro	2.41	2,031 50	4,895 91
	Winton	10.00		25,200 00
Iredell	Statesville and Western	11.40	2,239 80	25,533 81
	Western North Carolina	21.05	9,280 74	195,359 68
	Atlantic, Tennessee and Ohio	23.08	5,738 25	132,438 88
Jackson	Western North Carolina	23.58	3,167 25	74,683 61
Johnston	Midland North Carolina	12.87	2,003 93	25,790 58
	North Carolina	27.00	7,969 79	215,184 50
	Wilmington and Weldon (W. and F. Branch)	31.51	12,069 55	380,311 72
Jones	Atlantic and North Carolina	3.61	6,049 54	21,838 84
	Wilmington, Onslow and East Carolina	8.61	1,500 00	13,035 00
Lenoir	Wilmington and Weldon(Scotl'nd Neck Br'ch)	11.23	7,348 36	82,522 00
	Atlantic and North Carolina	17.71	6,049 54	107,137 15
Lincoln	Chester and Lenoir	14.39	3,236 52	46,573 59
	Carolina Central	16.10	5,945 49	95,722 38
Macon	Western North Carolina	2.62	3,167 25	8,298 09
Madison	Western North Carolina	33.73	8,780 80	296,176 60
	Laurel River and Hot Springs	2.00	4,000 00	8,000 00
Martin	Hamilton Railway Company	6.00	3,150 00	18,900 00
	Jamesville and Washington	9.73	2,313 50	22,509 42

Digitized by Google

STATEMENT C.—Continued.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Martin	Wilmington and Weldon (Scotl'nd Neck Br'ch)	17.00	$ 7,348 36	$ 129,992 49
	Albemarle and Raleigh	34.26	4,787 01	164,003 21
	Wilmington and Weldon (Washingt'n Br'nch)	.42	4,970 82	2,087 75
McDowell	Charleston, Cincinnati and Chicago	13.73	5,175 31	71,057 00
	Western North Carolina	23.19	9,280 74	215,220 50
	Western North Carolina	11.40	8,780 80	100,101 22
Mecklenburg	Charlotte, Columbia and Augusta	13.40	9,558 73	128,087 00
	Carolina Central	26.00	5,945 49	154,582 74
	North Carolina	12.00	7,969 79	95,637 50
	Atlantic, Tennessee and Ohio	22.25	5,738 25	127,676 12
	Atlanta and Charlotte Air-Line	16.15	10,849 70	175,222 60
Mitchell	East Tennessee and Western North Carolina	3.00	4,392 00	13,176 00
Montgomery	Aberdeen and West End	2 50	2,543 69	6,359 45
Moore	Carthage	21.60	2,203 70	47,599 92
	Moore County Railroad	7.50		10,000 00
	Raleigh and Augusta	41.46	6,294 39	260,965 04
	Aberdeen and West End	27.25	2,543 69	69,315 55
	Cape Fear and Yadkin Valley	13.27	5,835 07	77,431 48
	Aberdeen and Rock Fish	3.00	1,333 33	4,000 00
Nash	Wilmington and Weldon (Nashville Branch)	19.53	4,275 57	83,502 00
	Wilmington and Weldon	11.51	12,445 55	143,248 28
New Hanover	New Hanover Transit Company	3.00	4,141 67	12,425 01
	Carolina Central	2.90	5,945 49	17,241 92
	Wilmington, Onslow and East Carolina	14.39	4,125 03	59,359 18
	Wilmington and Weldon	12.10	12,445 55	150,561 15
	Wilmington Sea-Coast	11.00	4,972 72	54,700 00
	Cape Fear and Yadkin Valley	10 18	5,835 07	59,401 09
	Wilmington Bridge Company	12,594 ft.		78,854 19
Northampton	Petersburg	7.67	10,130 38	77,700 00
	Roanoke and Tar River	26.70	4,126 11	110,167 00
	Seaboard and Roanoke	20.22	12,424 59	251,225 20
	Murfreesboro	3.94	2,031 50	8,004 09
Onslow	Wilmington, Onslow and East Carolina	22.39	4,125 03	92,359 42
	East Carolina Railway Company	14.75	1,500 00	22,125 00
Orange	North Carolina	18.00	7,969 79	143,456 20
	State University	10.32	2,456 88	25,355 00
Pasquotank	Norfolk and Southern	15.67	6,241 62	97,806 28

Digitized by Google

STATEMENT C.—Continued.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Pender	Wilmington, Onslow and East Carolina	16.17	$ 4,125 03	$ 66,701 40
	Wilmington and Weldon	26.35	12,445 55	327,940 24
	Cape Fear and Yadkin Valley	22.60	5,835 07	131,872 68
Perquimans	Norfolk and Southern	17.20	6,241 62	107,355 86
Person	Atlantic and Danville	5.30	6,579 77	34,875 78
	Norfolk and Western	22.86	5,560 13	127,104 57
Pitt	Wilmington and Weldon (Scotl'nd Neck Br'ch)	32.13	7,348 36	236,102 71
	Albemarle and Raleigh	6.80	4,787 01	32,551 67
	Wilmington and Weldon (Washington Br'ch)	18.48	4,970 82	91,860 38
Polk	Asheville and Spartanburg	10.95	7,442 62	81,496 75
Randolph	High Point, Randleman, Ashboro & Southern	26.65	3,428 90	91,380 38
	North Carolina	.70	7,969 79	5,578 80
	Cape Fear and Yadkin Valley	31.62	5,835 07	184,505 06
Richmond	Carolina Central	35.40	5,945 49	210,470 34
	Palmetto	7.33	2,228 25	16,333 00
	Raleigh and Augusta	31.18	6,294 39	196,259 12
	Cape Fear and Yadkin Valley	10.43	5,835 07	60,859 88
	Hoffman and Troy	3.50	2,071 43	7,250 00
Robeson	Carolina Central	32.50	5,945 49	193,228 42
	Cape Fear and Yadkin Valley	29.20	5,835 07	170,384 19
	Wilmington and Weldon (W. and F. Branch)	36.49	12,069 55	440,418 08
Rockingham	Danville, Mocksville and South Western	8.00	2,625 00	21,000 00
	Piedmont	24.00	10,156 32	243,751 54
	Norfolk and Western	20.96	6,860 89	143,804 31
	Cape Fear and Yadkin Valley	10.96	5,835 07	63,952 47
Rowan	North Carolina	21.00	7,969 79	167,365 60
	Western North Carolina	19.77	9,280 74	183,480 31
	Yadkin	17.41	2,760 04	48,052 35
Rutherford	Carolina Central	15.90	5,945 49	94,538 29
	Charleston, Cincinnati and Chicago	29.36	5,175 31	151,947 00
Sampson	Wilmington and Weldon (Clinton Branch)	10.54	4,239 88	44,688 36
	Cape Fear and Yadkin Valley	40.71	5,835 07	237,545 79
Stanly	Yadkin	23.74	2,760 04	65,523 39
Stokes	Cape Fear and Yadkin Valley	22.10	5,835 07	128,955 20
	Norfolk and Western	11.68	6,860 89	80,135 29
Surry	Cape Fear and Yadkin Valley	20 41	5,835 07	119,098 90
	North Western North Carolina	33.85	4,199 51	142,153 38
Swain	Western North Carolina	39.19	3,167 25	124,124 32

Digitized by Google

STATEMENT C.—Continued.

NAME OF COUNTY.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Union	Georgia, Carolina and Northern	15.79	$ 6,380 44	$100,747 00
	Carolina Central	27.80	5,945 49	162,311 87
Vance	Durham and Northern	7.62	4,889 71	37,259 60
	Oxford and Henderson	7.62	4,261 33	32,471 35
	Raleigh and Gaston	25.48	12,493 43	318,382 80
Wake	Durham and Northern	1.15	4,889 71	5,623 06
	North Carolina	26.00	7,969 79	207,214 50
	Raleigh and Augusta	23.51	6,291 39	147,981 10
	Raleigh and Gaston	26.68	12,493 43	333,324 71
	Richmond and Danville (A. B. Andrews, Trustee.)			12,066 33
Warren	Raleigh and Gaston	25.50	12,493 43	318,582 47
	Warrenton	3.12	3,157 05	9,850 00
Washington	Albemarle and Pantego	19.81	4,429 22	87,743 00
	Albemarle and Raleigh	3.95	4,787 01	18,908 69
Wayne	Midland North Carolina	8.76	2,003 93	17,554 42
	Atlantic and North Carolina	11.80	6,049 54	71,384 58
	North Carolina	11.00	7,969 79	87,667 80
	Wilmington and Weldon	32.04	12,445 55	398,755 00
Wilkes	North Western North Carolina	18.90	4,199 51	79,370 67
Wilson	Wilmington and Weldon (W. and F. Branch)	12 76	12,069 55	154,007 48
	Wilmington and Weldon	20.81	12,445 55	258,991 59

Digitized by Google

STATEMENT D.—Showing Incorporated Towns and Valuation.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Albemarle	Yadkin	1.20	$ 2,760 01	$ 3,312 04
Ahoskie	Norfolk and Carolina	.99	9,192 68	9,100 75
Ashboro	High Point, Randleman and Ashboro	.72	3,428 90	2,468 80
Aberdeen	Aberdeen and West End	.50	2,543 69	1,271 84
Asheville	Western North Carolina	3.59	8,780 80	31,523 07
Apex	Raleigh and Augusta Air-Line	.02	6,294 39	125 89
Ayden	Wilmington and Weldon(Scotl'nd Neck Br'ch)	.47	7,348 36	3,453 72
Battleboro	Wilmington and Weldon	.65	12,445 55	8,089 60
Benson	Wilmington and Weldon (W. and F. Branch)	.79	12,069 55	9,525 94
Beaver Dam	Carolina Central	1.20	5,945 49	7,134 58
Black Creek	Wilmington and Weldon	.87	12,445 55	10,827 62
Burlington	North Carolina	2.00	7,969 79	15,939 60
Bryson City	Western North Carolina	1.16	3,167 25	3,674 01
Bethel	Albemarle and Raleigh	.36	4,787 01	1,723 32
Burgaw	Wilmington and Weldon	1.41	12,445 55	17,548 22
Charlotte	Atlanta and Charlotte Air-Line	5.30	10,849 70	57,503 41
	Atlantic, Tennessee and Ohio	.50	5,738 25	2,869 12
	Carolina Central	2.80	5,945 49	16,647 73
	Charlotte, Columb a and Augusta	1.55	9,558 73	14,816 03
	North Carolina	1.40	7,969 79	11,157 72
Carthage	Carthage	.50	2,203 70	1,101 85
Cameron	Carthage	.50	2,203 70	1,101 85
	Raleigh and Augusta Air-Line	.25	6,294 39	1,573 60
Cherryville	Carolina Central	1.10	5,945 49	6,540 03
Cerro Gordo	Wilmington, Columbia and Augusta	1.04	12,025 04	12,506 04
Candor	Aberdeen and West End	.50	2,543 69	1,271 84
Clayton	North Carolina	1.00	7,969 79	7,969 80
Clinton	Wilmington and Weldon (Clinton Branch)	.68	4,239 88	2,883 11
Cary	North Carolina	1.00	7,969 79	7,969 80
	Raleigh and Augusta Air-Line	1.23	6,294 39	7,742 10
Conoho	Wilmington and Weldon(Scotl'nd Neck Br'ch)	1.18	7,348 36	8,671 06
China Grove	North Carolina	1.10	7,969 79	8,766 78
Concord	North Carolina	1.40	7,969 79	11,157 72
Chadbourne	Wilmington, Chadbourne and Conway	1.34	2,679 40	3,590 39
	Wilmington, Columbia and Augusta	1.39	12,025 04	16,714 80
Canton	Western North Carolina	.67	3,167 25	2,122 05
Cleveland	Western North Carolina	1.79	9,280 74	16,612 52
Coneto	Albemarle and Raleigh	.76	4,787 01	3,638 12

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Conover	Western North Carolina	1.72	$ 9,280 74	$ 15,962 87
Clyde	Western North Carolina	1.14	3,167 25	3,610 66
Davidson College	Atlantic, Tennessee and Ohio	1.86	5,738 25	10,673 14
Durham	Oxford and Clarksville	.73	4,845 52	3,537 23
	Durham and Northern	1.53	4,889 71	7,481 26
	North Carolina	1.20	7,969 79	9,563 76
	Norfolk and Western	.34	5,560 13	1,890 44
Dallas	Chester and Lenoir	1.10	3,236 52	3,560 17
Dillsboro	Western North Carolina	1.51	3,167 25	4,782 54
Dunn	Wilmington and Weldon (W. and F. Branch)	1.31	12,069 55	15,811 11
Ellenboro	Carolina Central	1.50	5,945 49	8,918 23
Earle's	Charleston, Cincinnati and Chicago	1.16	5,175 31	6,003 35
Elk Park	East Tennessee and Western North Carolina	.50	4,392 00	2,196 00
Elizabeth City	Norfolk and Southern	2.69	6,241 62	16,789 99
Edenton	Norfolk and Southern	2.91	6,241 62	18,168 14
Elkin	North Western North Carolina	1.59	4,199 51	6,677 22
Enfield	Wilmington and Weldon	1.35	12,445 55	16,801 49
Elm City	Wilmington and Weldon	.80	12,445 55	9,956 44
Forest City	Charleston, Cincinnati and Chicago	1.42	5,175 31	7,348 94
Franklinton	Louisburg	.48	3,043 37	1,460 81
	Raleigh and Gaston	1.48	12,493 43	18,490 27
Four Oaks	Wilmington and Weldon (Fayetteville Br'ch)	.85	12,069 55	10,259 11
Fair Bluff	Wilmington, Columbia and Augusta	1.25	12,025 04	15,031 30
Fayetteville	Cape Fear and Yadkin Valley	7.68	5,835 07	44,813 33
	Wilmington and Weldon (Fayetteville Br'ch)	1.54	12,069 55	18,587 10
Fremont	Wilmington and Weldon	1.19	12,445 55	14,810 20
Faison	Wilmington and Weldon	1.14	12,445 55	14,187 92
Garysburg	Seaboard and Roanoke	2.00	12,424 59	24,849 18
Grover	Atlanta and Charlotte Air-Line	.90	10,849 70	9,764 73
Gastonia	Atlanta and Charlotte Air-Line	2.31	10,849 70	25,062 80
	Chester and Lenoir	1.65	3,236 52	5,340 26
Germanton	Cape Fear and Yadkin Valley	.50	5,835 07	2,917 58
Gibsonville	North Carolina	.60	7,969 79	4,781 88
Glen Alpin	Western North Carolina	1.14	9,280 74	10,580 04
Goldsboro	Wilmington and Weldon	1.97	12,445 55	24,517 73
	Atlantic and North Carolina	2.59	6,049 54	15,668 31
	North Carolina	.70	7,969 79	5,578 86
Greensboro	Cape Fear and Yadkin Valley	5 92	5,835 07	34,543 61

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Greensboro	North Carolina	1.00	$ 7,969 79	$ 7,969 80
	Piedmont	3.56	10,156 32	36,156 49
Greenville	Wilmington and Weldon (Scotl'nd Neck Br'ch)	.97	7,348 36	7,127 90
Grifton	Wilmington and Weldon (Scotl'nd Neck Br'ch)	.79	7,348 36	5,805 20
Hendersonville	Asheville and Spartanburg	1.96	7,442 62	14,587 53
Hobgood	Norfolk and Carolina	.74	9,192 68	6,802 58
	Wilmington and Weldon (Scotl'nd Neck Br'ch)	.23	7,348 36	1,690 12
Henderson	Durham and Northern	.65	4,889 71	3,178 41
	Oxford and Henderson	.77	4,261 33	3,281 23
	Raleigh and Gaston	3.30	12,493 43	41,228 32
Hope Mills	Wilmington and Weldon (Fayetteville Br'nch)	1.80	12,069 55	21,725 19
Hickory	Chester and Lenoir	.45	3,236 52	1,456 43
	Western North Carolina	2.59	9,280 74	24,037 11
High Point	High Point, Randleman and Ashboro	1.89	3,428 90	6,480 62
	North Carolina	3.48	7,969 79	27,734 90
Hub	Wilmington, Chadbourne and Conway	.80	2,679 40	2,153 52
Hillsboro	North Carolina	.10	7,969 79	796 88
Hope Mills	Cape Fear and Yadkin Valley	1.75	5,835 07	10,211 37
Huntersville	Atlantic, Tennessee and Ohio	1.15	5,738 25	6,598 98
Hamilton	Hamilton Railway			
Hot Springs	Western North Carolina	2.99	8,780 80	26,254 59
Jacksonville	East Carolina Land and Railway Company	.27	1,500 00	405 00
	Wilmington, Onslow and East Carolina R'y Co	.70		2,887 52
Jamesville	Albemarle and Raleigh	.21	4,787 01	1,005 27
Jonesboro	Cape Fear and Yadkin Valley	1.22	5,835 07	7,118 78
King's Mountain	Atlanta and Charlotte Air-Line	1.75	10,849 70	18,986 97
Kernersville	North Western North Carolina	1.41	4,199 51	5,921 30
Kinston	Atlantic and North Carolina	.92	6,049 54	5,565 58
	Wilmington and Weldon (Scotl'nd Neck Br'ch)	.52	7,348 36	3,821 14
Keyser	Raleigh and Augusta Air-Line	1.06	6,294 39	6,672 05
Kelford	Roanoke and Tar River	.57	4,126 11	2,351 88
Kittrell	Raleigh and Gaston	.55	12,493 43	6,871 39
Kelford	Norfolk and Carolina	.56	9,192 68	5,147 90
Kenly	Wilmington and Weldon (W. and F. Branch)	1.29	12,069 55	15,569 71
Littleton	Raleigh and Gaston	1.70	12,493 43	21,238 83
Lowell	Atlanta and Charlotte Air-Line	1.60	10,849 70	17,359 50
LaGrange	Atlantic and North Carolina	1.25	6,049 54	7,561 92
Lumberton	Carolina Central	.40	5,945 49	2,378 19

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Laurinburg	Carolina Central	2.20	$ 5,945 49	$ 13,080 07
Lilesville	Carolina Central	1.20	5,945 49	7,134 58
Liberty	Cape Fear and Yadkin Valley	1.73	3,835 07	10,094 67
Lincolnton	Carolina Central	1.00	5,945 49	5,945 49
	Chester and Lenoir	1.02	3,236 52	3,301 25
Lenoir	Chester and Lenoir	.86	3,236 52	2,783 40
Lexington	North Carolina	.50	7,969 79	3,984 90
Louisburg	Louisburg	.32	3,013 37	973 88
Lucama	Wilmington and Weldon (Fayetteville Br'ch)	.83	12,069 55	10,017 72
Morehead City	Atlantic and North Carolina	3.20	6,049 51	19,368 53
Morrisville	North Carolina	.60	7,969 79	4,781 88
Maxton	Cape Fear and Yadkin Valley	1.63	5,835 07	9,511 16
	Carolina Central	1.20	5,945 49	7,134 58
Mebane	North Carolina	1.00	7,969 79	7,969 80
Madison	Cape Fear and Yadkin Valley	.82	5,835 07	4,784 75
	Norfolk and Western	2.17	6,860 89	14,888 13
Mount Airy	Cape Fear and Yadkin Valley	2.65	5,835 07	16,462 93
Mooresville	Atlantic, Tennessee and Ohio	2.24	5,738 25	12,853 68
Monroe	Carolina Central	1.60	5,945 49	9,512 78
	Georgia, Carolina and Northern	1.42	6,380 44	9,060 22
Matthews	Carolina Central	1.10	5,945 49	6,540 03
Mount Holly	Carolina Central	1.50	5,945 49	8,918 23
Milton	Atlantic and Danville	.10	6,579 77	657 98
	Milton and Sutherlin	.15	4,448 13	667 21
McFarland	Cheraw and Darlington	1.13	3,377 03	3,816 04
Marion	Charleston, Cincinnati and Chicago	.78	5,175 31	4,036 74
	Western North Carolina	1.83	9,280 74	16,983 75
Mocksville	North Carolina Midland	.67	2,693 02	1,804 32
Morven	Cheraw and Darlington	1.15	3,377 03	4,388 44
Mooresboro	Charleston, Cincinnati and Chicago	1.17	5,175 31	6,055 11
Murphy	Western North Carolina	1.27	3,167 25	4,022 40
Maiden	Chester and Lenoir	1.16	3,236 52	3,764 36
Manly	Raleigh and Augusta Air-Line	1.30	6,294 39	8,182 71
Macon	Raleigh and Gaston	1 35	12,493 43	16,866 13
Murfreesboro	Murfreesboro	.58	2 031 50	1,178 27
Morganton	Western North Carolina	1.98	9,280 74	18,375 86
Marshall	Western North Carolina	1.14	8,780 80	10,010 11
Magnolia	Wilmington and Weldon	1.33	12,445 55	16,551 85

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Mount Olive	Wilmington and Weldon	.80	$ 12,445 55	$ 9,956 44
Newbern	Atlantic and North Carolina	3.48	6,049 51	21,052 40
Newport	Atlantic and North Carolina	1.06	6,049 54	6,412 52
Nashville	Wilmington and Weldon (Nashville Branch)	.87	4,275 57	3,719 73
Newton	Chester and Lenoir	1.89	3,236 52	6,117 02
	Western North Carolina	.65	9,280 74	6,032 48
New London	Yadkin	2.19	2,760 04	6,044 48
Norwood	Yadkin	.81	2,760 04	2,235 63
North Wilkesboro	North Western North Carolina	1.78	4,199 51	7,475 32
Oxford	Oxford and Clarksville	1.72	4,845 52	8,334 29
	Oxford and Henderson	.52	4,261 33	2,215 89
Old Fort	Western North Carolina	2 14	9,280 74	19,860 78
Pantego	Albemarle and Pantego	.63	4,429 23	2,790 41
Parmele	Albemarle and Raleigh	1.00	4,787 01	4,787 01
	Wilmington and Weldon (Wash'ton Branch)	.34	4,970 82	1,690 07
	Wilmington and Weldon (Scotl'nd Neck Br'ch)	1.11	7,348 33	9,332 41
Polkton	Carolina Central	1.20	5,945 49	7,134 58
Paint Rock	Western North Carolina	2.99	8,780 80	26,254 59
Pine Level	North Carolina	1 00	7,969 79	7,969 80
Plymouth	Albemarle and Raleigh	.13	4,787 01	622 31
Pilot Mountain	Cape Fear and Yadkin Valley	1.58	5,835 07	9,219 41
Pineville	Charlotte, Columbia and Augusta	1.35	9,558 73	12 904 28
Pittsboro	Pittsboro	.42	2,032 39	853 60
Princeton	North Carolina	.40	7,969 79	3,187 92
Princeton	Albemarle and Raleigh	.77	4,787 01	3,685 99
Pikeville	Wilmington and Weldon	1 00	12,445 55	12,445 55
Rowland	Wilmington and Weldon (Fayetteville Br'ch)	1.30	12,069 55	15,690 41
Red Springs	Cape Fear and Yadkin Valley	1.59	5,835 07	9,277 76
Roseboro	Cape Fear and Yadkin Valley	.73	5,835 07	4,259 60
Rockingham	Carolina Central	.80	5,945 49	4,756 39
Robersonville	Albemarle and Raleigh	.84	4,787 01	4,021 08
Randleman	High Point, Randleman, Ashboro & Southern	1.46	3,428 90	5,006 20
Raleigh	North Carolina	1.00	7,969 79	7,969 80
	Raleigh and Augusta Air-Line	.37	6,294 39	2,328 92
	Raleigh and Gaston	5.23	12,493 43	65,310 64
	Richmond and Danville			
Ruffin	Piedmont	1 26	10,156 32	12,796 96
Roxboro	Norfolk and Western	1.15	5,560 13	6,394 15

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Reidsville	Piedmont	2.33	$ 10,156 32	$ 23,968 92
Rocky Mount	Wilmington and Weldon	1.42	12,445 55	17,672 68
	Wilmington and Weldon (Nashville Branch)	.26	4,275 57	1,111 64
Saluda	Asheville and Spartanburg	1.24	7,442 62	9,228 84
Sanford	Cape Fear and Yadkin Valley	1.84	5,835 07	10,736 52
	Raleigh and Augusta Air-Line	1.48	6,294 39	9,315 70
Statesville	Atlantic, Tennessee and Ohio	.52	5,738 25	2,983 88
	Statesville and Western	1.72	2,239 80	3,852 45
	Western North Carolina	1.16	9,280 74	10,765 65
Stanly Creek	Carolina Central	.60	5,945 49	3,567 29
Shelby	Carolina Central	1.40	5,945 49	8,323 68
	Charleston, Cincinnati and Chicago	1.69	5,175 31	8,746 27
Salem	North Western North Carolina	1.32	4,199 51	5,543 35
	Norfolk and Western	.25	6,860 89	1,715 22
Selma	North Carolina	1.00	7,969 79	7,969 80
	Wilmington and Weldon (Fayetteville Br'ch)	1.21	12,069 55	14,604 15
Salisbury	North Carolina	1.30	7,969 79	10,360 74
	Yadkin	.93	2,760 04	2,566 83
	Western North Carolina	2.64	9,280 74	24,501 17
Southern Pines	Raleigh and Augusta Air-Line	1.47	6,294 39	9,252 75
Siler City	Cape Fear and Yadkin Valley	1.22	5,835 07	7,118 78
Smithfield	Wilmington and Weldon			
Stoneville	Norfolk and Western	1.29	6,860 89	8,850 54
Sylva	Western North Carolina	1.11	3,167 25	3,515 64
Springhope	Wilmington and Weldon (Nashville Branch)	.81	4,275 57	3,463 21
Scotland Neck	Wilmington and Weldon (Scotl'nd Neck Br'ch)	1.18	7,348 36	8,671 06
Seaboard	Seaboard and Roanoke	1.30	12,424 59	16,152 00
Tryon City	Asheville and Spartanburg	1.15	7,442 62	8,559 01
Tarboro	Albemarle and Raleigh	1.20	4,787 01	5,744 41
	Norfolk and Carolina	.85	9,192 68	781 37
	Wilmington and Weldon (Tarboro Branch)	.54	7,447 35	4,021 56
Thomasville	North Carolina	1.00	7,969 79	7,969 80
Taylorsville	Statesville and Western	.57	2,239 80	1,276 68
Victoria	Asheville and Spartanburg	.14	7,442 62	1,041 96
	Western North Carolina	1.61	8,780 80	14,137 08
Weldon	Seaboard and Roanoke	.68	12,424 59	8,448 72
	Wilmington and Weldon	1.83	12,445 55	22,775 35
	Raleigh and Gaston	1.88	12,493 43	23,487 65

Digitized by Google

STATEMENT D.—Continued.

NAME OF TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Wilmington	Cape Fear and Yadkin Valley	.12	$ 5,835 07	$ 700 20
	Carolina Central	2 80	5,945 49	16,647 73
	Wilmington, Columbia and Augusta			
	Wilmington, Onslow and East Carolina	2 75	4,125 08	11,343 88
	Wilmington Sea Coast			
	Wilmington and Weldon	3.58	12,445 55	44,555 06
Wallace	Wilmington and Weldon	.91	12,445 55	11,325 45
Warsaw	Wilmington and Weldon	1 42	12,445 55	17,672 68
	Wilmington and Weldon (Clinton Branch)	.18	4,239 88	763 17
Wilson	Wilmington and Weldon	1.13	12,445 55	14,063 47
Whitaker	Wilmington and Weldon	1.32	12,445 55	16,428 12
Windfall	Norfolk and Southern	.60	6,241 62	3,744 98
Williamston	Albemarle and Raleigh	.41	4,787 01	1,962 67
Wake Forest	Raleigh and Gaston	1.30	12,493 43	16,241 46
Winston	North Carolina Midland	.94	2,693 02	2,531 44
	North Western North Carolina	2.64	4,199 51	11,086 70
	Norfolk and Western	2.40	6,860 89	16,466 14
Waco	Carolina Central	1.10	5,945 49	6,540 03
Waxhaw	Georgia, Carolina and Northern	.48	6,380 44	3,062 61
Warrenton	Warrenton			
Whiteville	Wilmington, Columbia and Augusta	1.32	12,025 04	15,873 05
Waynesville	Western North Carolina	1.37		4,339 13
Washington	Wilmington and Weldon (Washington Br'ch)	.76	4,970 82	3,777 82
Youngsville	Raleigh and Gaston	.75	12,493 43	9,370 07

Digitized by Google

ASSESSMENT OF PULLMAN'S PALACE CAR COMPANY.

STATEMENT E.—Showing the total number of cars required to operate each line through the State, the total value of the cars in each line, the number of miles of each line within the State of North Carolina, and the proportional value of the cars in each line according to the number of miles in North Carolina, with a Recapitulation, showing the total number of cars operated on each Railroad through the State, the total mileage of lines running over such Railroad, the total number of cars required to operate them, with the total value of such cars, the total number of miles of all lines running over such roads in the State of North Carolina, and the proportional value of such cars according to the mileage in the State of North Carolina, and the apportionment to the different Counties.

ATLANTIC COAST LINE.—Standard Sleeping Cars.

Number and Name of Line.	Total Mileage of Line.	Total cars r'q'ir'd.	Total value of cars.	Mileage in North Carolina	Proportion of value according to the mileage in North Carolina.
186 Jersey City and Point Tampa	1,321	5	$ 25,000	236	$ 4,466 31
188 Jersey City and Charleston	738	4	20,000	182	4,932 25
189 Wilmington and Columbia	192	2	10,000	67	3,489 58
190 Jersey City and Savannah	839	4	20,000	182	4,338 50
197 Jersey City and Jacksonville	1,086	5	25,000	236	5,432 78
595 Atlanta and Washington	718	4	20,000	9	250 50
	4,894	24	$ 120,000	912	$ 22,909 92

RICHMOND AND DANVILLE.—Standard Sleeping Cars.

560 Jersey City and Montgomery	1,047	5	$ 25,000	173	$ 4,130 85
561 Jersey City and New Orleans	1,368	8	40,000	173	5,058 48
562 Washington and Atlanta	648	3	15,000	173	4,004 63
564 Richmond and Greensboro	189	2	10,000	42	2,222 23
568 Goldsboro and Raleigh	81	2	10,000	81	10,000 00
570 Washington and Memphis	1,066	4	20,000	173	3,245 78
571 Goldsboro and Augusta	284	2	10,000	104	3,661 97
572 Jersey City and Paint Rock	748	5	25,000	278	9,291 45
574 Charleston and Asheville	293	2	10,000	43	1,467 58
576 Jersey City and Augusta	798	4	20,000	146	3,659 15
590 Cincinnati and Asheville	435	2	10,000	44	1,011 49
597 Portsmouth and Greensboro	254	2	10,000	42	1,653 54
	7,211	41	$ 205,000	1,472	$ 49,407 15

Digitized by Google

SEABOARD AIR LINE.—Standard Sleeping Cars.

Number and Name of Line.	Total Mileage of Line.	Total cars r'q'ir'd	Total value of cars.	Mileage in North Carolina	Proportion of value according to the mileage in North Carolina.
595 Atlanta and Washington	718	4	$ 20,000	262	$ 7,298 05
Standard Parlor Cars.					
596 Portsmouth and Weldon	80	2	7,009	18	1,575
ATLANTIC & DANVILLE.—Standard Sleeping Cars.					
597 Portsmouth and Greensboro	254	2	10,000	35	1,377 95

RECAPITULATION.

NAME OF ROAD.	Total value of all cars.
Atlantic and Danville (Sleeping Cars)	$ 1,377 95
Atlantic Coast Line (Sleeping Cars)	22,909 92
Richmond and Danville (Sleeping Cars)	49,407 15
Seaboard Air Line (Sleeping Cars)	7,298 05
Seaboard Air Line (Parlor Cars)	1,575 00
	$82,568 07

Apportioned to the following Counties:

RICHMOND AND DANVILLE SYSTEM.

County.	Value per each County.	
Caswell	$ 1,084 72	
Rockingham	4,338 88	
Guilford	5,785 18	
Davidson	4,338 88	
Rowan	3,796 55	
Cabarrus	3,073 38	
Mecklenburg	2,169 44	
Gaston	4,519 67	
Cleveland	1,627 08	
		$ 30,733 78
Iredell	$ 607 74	
Catawba	694 56	
Burke	897 24	
McDowell	1,273 86	
Buncombe	1,187 04	
Rowan	578 80	
Madison	955 06	
		$ 6,194 30

Digitized by Google

RICHMOND AND DANVILLE SYSTEM—CONTINUED.

Wake	$ 1,829 25	
Durham	1,951 20	
Orange	2,195 40	
Alamance	2,560 95	
Guilford	1,463 40	
		$ 10,000 00
Polk	$ 619 76	
Henderson	1,239 54	
Buncombe	619 77	
		$ 2,479 07

ATLANTIC COAST LINE SYSTEM.

New Hanover	$ 1,304 83	
Pender	1,474 46	
Duplin	2,041 56	
Wayne	2,041 56	
Wilson	2,108 27	
Edgecombe	1,134 20	
Nash	680 52	
Halifax	1,541 17	
Northampton	396 97	
Brunswick	793 94	
Columbus	2,985 63	
Johnston	1,814 72	
Cumberland	2,041 56	
Robeson	2,154 06	
Harnett	396 97	
		$ 22,909 92

SEABOARD AIR LINE SYSTEM.

Northampton	$ 624 80	
Halifax	749 76	
Warren	781 40	
Vance	781 49	
Franklin	406 12	
Wake	812 24	
Chatham	499 84	
Moore	1,280 84	
Richmond	1,124 64	
Union	905 96	
Anson	905 96	
		$ 8,873 05

ATLANTIC AND DANVILLE.

Caswell	$ 918 61	
Person	328 10	
Granville	131 24	
		$ 1,377 95
		$ 82,568 07

Digitized by Google

ASSESSMENT OF TELEGRAPH COMPANIES.

STATEMENT F.—Showing Miles of Poles and Wires belonging to Telegraph Companies, together with Valuation of same; also Valuation of Instruments, Battery and Office Furniture and the Apportionment to the different Counties and Towns.

WESTERN UNION TELEGRAPH COMPANY.

COUNTIES.	Miles of Line.	Miles of wire in excess of one wire.	Value of miles of Line.	Value of miles of wire in excess of one wire.	Value of Instruments, battery, office furnit're	Total Valuation
Alamance	17.23	34.46	$ 515 34	$ 245 36	$ 70 50	$ 831 20
Alexander	9.10	----------	218 68	----------	7 05	225 73
Anson	41.48	82.44	1,214 16	641 38	56 50	1,912 04
Beaufort	6.38	----------	153 32	----------	14 10	167 42
Bertie	16.09	13.09	421 68	84 56	28 20	534 44
Bladen	32.79	65.58	980 74	510 21	24 00	1,514 95
Brunswick	23.29	83.37	965 51	660 77	----------	1,626 28
Buncombe	60.64	82.28	1,721 51	593 08	66 00	2,380 59
Burke	29.40	55.60	851 94	395 87	36 00	1,283 81
Cabarrus	36.48	371.49	1,985 78	3,576 56	35 25	5,597 59
Caldwell	14 20	----------	341 08	----------	14 10	355 13
Camden	5.	----------	120 15	----------	7 05	127 20
Carteret	16.	----------	363 36	----------	19 05	382 41
Caswell	31.80	146.70	1,211 77	1,357 46	42 30	2,611 53
Catawba	46.21	61.02	864 99	427 20	49 30	1,341 49
Chatham	45.	45.	1,273 45	290 70	45 15	1,609 30
Cherokee	23.50	----------	564 70	----------	14 10	578 80
Chowan	4.20	----------	100 93	----------	----------	100 93
Cleveland	18.01	93.51	627 07	909 38	49 35	1,585 80
Columbus	88.06	284.62	3,595 25	2,272 64	37 00	5,904 89
Craven	48.50	28.50	1,226 73	184 11	35 05	1,445 89
Cumberland	77.14	105.88	2,212 81	941 35	39 15	3,193 31
Currituck	14.30	----------	343 63	----------	14 10	357 73
Davidson	50.72	507.20	2,676 05	4,929 98	56 40	7,662 43
Davie	12 20	----------	277 06	----------	14 10	291 16
Duplin	35.	315.	1,577 45	2,691 50	48 00	4,316 95
Durham	45.61	60.89	1,233 17	436 55	----------	1,669 72
Edgecombe	57.28	314.43	2,040 10	2,589 54	151 05	4,780 69
Forsyth	77.07	27.77	1,925 20	196 16	53 25	2,174 61
Franklin	12.	24.	326 52	155 04	24 00	505 56

Digitized by Google

Western Union Telegraph Company—Continued.

COUNTIES.	Miles of Line.	Miles of wire in excess of one wire.	Value of miles of Line.	Value of miles of wire in excess of one wire.	Value of Instruments, battery, office furnit're	Total Valuation
Gaston	59.97	254.87	$ 1,945 83	$ 2,475 95	$ 112 80	$ 4,534 08
Gates	14.84	14.84	400 82	95 87	7 05	503 74
Granville	45.92	45.92	1,310 71	296 65	42 70	1,650 06
Guilford	134.69	716.33	5,364 10	6,742 64	89 15	12,195 89
Halifax	81.66	250.64	2,529 70	2,012 83	99 15	4,641 68
Harnett	16.42	22.81	450 98	197 11	14 10	662 19
Haywood	21.60	----------	319 05	----------	21 15	340 20
Henderson	22.	22.	472 12	215 18	31 05	718 35
Hertford	14.53	14.53	392 45	93 86	7 05	493 36
Iredell	52.02	40.04	1,313 71	285 08	38 10	1,636 89
Jackson	22.80	----------	547 88	----------	14 10	561 98
Johnston	72.24	156.88	2,102 78	1,321 68	81 45	3,505 91
Jones	3.50	3.50	83 86	22 61	----------	106 47
Lenoir	28.07	17.	658 71	109 82	26 10	794 63
Lincoln	31.79	----------	742 53	----------	14 10	756 63
McDowell	33.69	67.38	1,007 67	497 75	----------	1,505 42
Macon	2.60	----------	62 48	----------	----------	62 48
Madison	30.56	61.12	914 04	435 17	60 00	1,409 21
Martin	51.68	----------	1,173 65	----------	43 20	1,216 85
Mecklenburg	115 86	531.32	4,197 62	4,829 18	231 20	9,258 00
Mitchell	5.	----------	113 55	----------	7 05	120 60
Moore	50.50	50.50	1,388 00	326 23	79 05	1,793 28
Nash	19.20	----------	436 03	----------	26 10	462 13
New Hanover	86.08	121.33	1,209 11	1,027 09	72 50	2,308 70
Northampton	57.70	225.40	1,864 34	1,787 44	99 15	3,750 93
Onslow	21.36	----------	485 09	----------	21 15	506 24
Orange	27.17	44.34	770 45	309 10	49 35	1,128 90
Pasquotank	12.57	----------	302 05	----------	----------	302 05
Pender	63.12	249.	2,136 78	2,081 29	38 10	4,256 17
Perquimans	16.30	----------	391 72	----------	7 05	398 77
Person	30.71	8.50	733 98	54 91	19 05	807 94
Pitt	56.49	----------	1,357 45	----------	35 25	1,392 70
Polk	9.50	9.50	275 59	73 91	14 10	363 60
Randolph	47.16	25.10	1,172 09	221 34	35 25	1,428 68
Richmond	64.92	111.85	1,927 60	831 91	67 05	2,826 56
Robeson	90.62	121.54	2,541 50	1,134 66	85 35	3,761 51
Rockingham	79 03	439.03	3,270 96	4,146 75	68 40	7,486 11

Digitized by Google

Western Union Telegraph Company—Continued.

COUNTIES	Miles of Line.	Miles of wire in excess of one wire.	Value of miles of Line.	Value of miles of wire in excess of one wire.	Value of Instruments, battery, office furnit're	Total Valuation
Rowan	73.08	447.19	$ 3,008 70	$ 4,130 37	$	$ 7,134 07
Rutherford	12.		240 00		117 45	357 45
Sampson	38.70	38.70	1,122 69	250 00	28 20	1,400 89
Shelby	31.	4.	620 00	40 00		660 00
Stanly	23.		552 69		21 15	573 84
Stokes	30.55	10.65	780 79	68 80	33 15	882 74
Surry	52.10		1,183 20		42 30	1,225 50
Swain	38.50		935 16		14 10	949 26
Union	25.52	51.04	786 27	397 09	12 00	1,195 36
Vance	27.	49.	885 03	316 54	35 25	1,236 82
Wake	70.68	142.14	2,071 98	824 90	50 10	2,946 98
Warren	27.50	51.50	807 75	332 69	36 00	1,176 44
Washington	3.87		87 89		7 05	94 94
Wayne	58.86	297.20	2,016 92	2,454 29	48 00	4,519 21
Wilkes	18.10		409 25			409 25
Wilson	30.76	187.72	1,150 98	1,628 07	60 00	2,889 00
Totals—Counties	3,101.80	7,707.27	$ 94,950 81	$ 66,108 16	$ 3,211 25	$ 164,270 22

CITIES AND TOWNS.	Total Valuation.
Asheville	$ 609 58
Charlotte	1,459 98
Concord	369 86
Durham	186 47
Fayetteville	299 99
Goldsboro	367 10
Greensboro	1,501 52
Henderson	174 72
Monroe	88 23
Morehead City	65 28
Newbern	168 65
Oxford	83 78
Raleigh	636 07
Reidsville	316 73
Salisbury	624 02
Shelby	117 17
Statesville	140 47
Tarboro	162 13
Wadesboro	67 72
Warrenton	37 31
Weldon	430 80
Wilmington	1,141 53
Wilson	229 76
Winston	311 15
Totals—Corporations	$ 9,589 52
Totals—Counties	$ 164,270 22
Grand Totals—Counties and Corporations	$ 173,859 74

Digitized by Google

POSTAL TELEGRAPH CABLE COMPANY.

COUNTIES.	Miles of Poles.	Miles of Wire.	Value Poles at $33.00.	Value Wire at $15.00.	Total Valuation.
Bladen	47.60	95.20	$ 1,570 80	$ 1,428 00	$ 2,998 80
Brunswick	13.90	27.80	458 70	417 00	875 70
Cumberland	43.28	186.80	1,407 24	2,802 00	4,209 24
Columbus	8.50	17.	280 50	255 00	535 50
Franklin	12.90	77.40	425 70	1,155 00	1,580 70
Halifax	9.50	.57	313 50	855 00	1,168 50
Harnett	21.	126.	693 00	1,890 00	2,583 00
Johnston	1.	6.	33 00	90 00	123 00
New Hanover	2.	4.	66 00	60 00	126 00
Northampton	5.20	31.20	171 60	468 00	639 60
Richmond	21.55	101.45	711 15	1,521 75	2,232 90
Robeson	18.04	90.20	595 32	1,353 00	1,948 32
Vance	20.30	121.80	669 90	1,827 00	2,496 90
Wake	36.30	217.80	1,197 90	3,267 00	4,464 90
Warren	25.20	151.20	831 60	2,268 00	3,099 60
					$ 29,062 66
TOWNS.					
Fayetteville	.60	6.60	19 80	99 00	118 80
Raleigh	.30	3.60	9 90	54 00	63 90

Digitized by Google

ASSESSMENT OF STEAMBOAT PROPERTY.

STATEMENT H.—Showing Assessment of Steamboat Property.

OWNERS.	KIND OF PROPERTY.	Total Assessed Value.
Frank Hitch	One Steamer	$ 10,000 00
Albemarle and Chesapeake Canal Company	Canal—"on capital stock"	100,000 00
Fairfield Canal Company	Canal property	6,678 00
Wilmington Steamship Company	One Steamer	50,000 00
Old Dominion Steamship Company	Two Steamers	13,500 00
Home Transportation Company	One Steamer	3,000 00
Cape Fear River Transportation Company	Three Steamers	12,000 00
Albemarle Steam Navigation Company	Two Steamers	6,620 00
Lake Drummond Canal and Water Company	Canal—8 miles at $2,000	16,000 00
Black River Steamboat Company	One Steamer	2,000 00
Walter Taft	Three Steamers	1,700 00
J. T. Harper	Three Steamers	20,000 00
Farmers Transportation Company	One Steamer	1,200 00
Southport Steamboat Company	Two Steamers	20,000 00
Charles L. Ives	One Steamer	1,000 00
Norfolk and Southern Railway Company	Seven Steamers	36,000 00

Digitized by Google

STATEMENT I.—The following Statement shows the Assessment against the Wilmington and Weldon Railroad Company for back taxes under the Act of the General Assembly, approved February 23, 1893.

NAME OF ROAD.	COUNTY.	Distance (Miles).	Valuation per Mile.	Total Assessed Value.	Total.
Wilmington and Weldon	Main line 1890	154.	$ 10,000 00	$ 1,540,000 00	
	Rolling stock, etc.			441,595 00	$ 1,985,595 00
	Main Line, 1891	154.	10,000 00	$ 1,540,000 00	
	Rolling stock, etc.			562,551 00	$ 2,102,551 00
	Main line 1892	154.	10,000 00	$ 1,540,000 00	
	Rolling stock, etc.			562,551 00	$ 2,102,551 00
	New Hanover	9.40	27,305 85	$ 256,675 08	
	Pender	25.20	27,305 85	688,107 78	
	Duplin	33.90	27,305 85	925,668 34	
	Wayne	29.80	27,305 85	813,714 52	
	Wilson	18.30	27,305 85	499,697 35	
	Edgecombe	11.85	27,305 85	323,574 37	
	Nash	11.85	27,305 85	323,574 37	
	Halifax	13.70	27,305 85	374,090 19	
Branch Lines	1890			$ 1,394,453 55	
Branch Lines	1891			1,570,689 00	
Branch Lines	1892			2,061,684 00	$ 5,026,826 55
	1890.				
Fayetteville Branch	Wilson	14.40	9,059 32	$ 130,454 21	
	Johnston	30.93	9,059 32	280,204 87	
	Harnett	6.43	9,059 32	58,251 42	
	Cumberland	19.04	9,059 32	172,489 50	
	Robeson	2.97	9,059 32	11,880 00	
Nashville	Nash	19.20	3,916 66	75,200 00	
Tarboro	Edgecombe	17.00	6,705 88	114,000 00	
Clinton	Duplin	3.38	3,961 54	13,390 00	
	Sampson	9.62	3,961 54	38,110 00	
Scotland Neck	Halifax	23.50	6,294 11	147,911 72	
	Martin	15.00	6,294 11	94,411 80	
	Pitt	18.50	6,294 11	116,441 03	
Halifax and Weldon	Halifax	8.00		141,709 00	$ 1,394,454 55

Digitized by Google

STATEMENT I.—Continued.

NAME OF ROAD.	COUNTY.	Distance (Miles).	Valuation per Mile.	Total Assessed Value.	Total.
	1891.				
Fayetteville Branch	Wilson	14.40	$ 9,059 32	$ 130,454 21	
	Johnston	30.93	9,059 32	280,204 87	
	Harnett	6.43	9,059 32	58,251 42	
	Cumberland	19.04	9,059 32	172,489 50	
Florence Branch	Robeson	2.97	4,000 00	11,880 00	
Halifax and Weldon	Halifax	8.00		141,709 00	
Nashville	Nash	19.20	3,916 66	75,200 00	
Tarboro	Edgecombe	17.00	6,705 88	114,000 00	
Clinton	Duplin	3.38	3,961 54	13,390 00	
	Sampson	9.62	3,961 54	38,110 00	
Scotland Neck	Halifax	23.50	6,294 11	147,911 72	
	Martin	15.00	6,294 11	94,411 80	
	Lenoir	19.50	6,294 11	122,735 34	
	Pitt	27.00	6,294 11	169,941 14	$ 1,570,689 00
	1892.				
Fayetteville Branch	Wilson	14.43	8,632 70	$ 124,569 89	
	Johnston	31.00	8,632 70	267,613 62	
	Harnett	6.43	8,632 70	55,508 25	
	Cumberland	32.61	8,632 70	281,512 35	
	Robeson	34.07	8,632 70	294,115 98	
Nashville	Nash	19.66		76,810 00	
Tarboro	Edgecombe	17.25		115,500 00	
Clinton	Duplin	3.42	3,937 63	13,466 70	
	Sampson	10.29	3,937 63	40,518 21	
Scotland Neck	Halifax	24.81	6,287 09	155,982 78	
	Martin	15.	6,287 09	94,306 35	
	Pitt	27.32	6,287 09	171,763 40	
	Lenoir	19.95	6,287 09	125,427 47	
Washington Branch	Pitt	19.25		77,000 00	
	Beaufort	6.47		25,880 00	
Halifax and Weldon	Halifax	8 00		141,709 00	$ 2,061,684 00

RECAPITULATION:

Main line 1890, 1891, 1892	$ 6,186,697 00
Branch lines 1890, 1891, 1892	5,026,826 55
Total valuation main and branch lines	$ 11,213,523 55
Main line 1891, 1892	$ 4,205,102 00
Branch lines 1890, 1891, 1892	5,026,826 55
Total valuation	$ 9,231,928 55
Towns	$ 720,787 37

Digitized by Google

RECAPITULATION FOR THE YEARS 1890, 1891, 1892.

COUNTIES.

Wilson	$ 885,175 66	Halifax	$ 1,251,023 41
Johnston	828,023 36	Martin	283,129 95
Harnett	172,011 09	Pitt	535,145 57
Cumberland	626,491 35	Lenoir	248,162 81
Robeson	317,875 98	Beaufort	25,880 00
Nash	550,784 37	New Hanover	256,675 08
Edgecombe	667,074 37	Pender	688,107 78
Duplin	965,915 04	Wayne	813,714 52
Sampson	116,738 21	Total Valuation for Counties	$ 9,231,928 55

TOWNS.

Wilmington	$ 37,682 07	Tarboro	$ 5,011 29
Burgaw	27,305 85	Kenly	26,751 34
Magnolia	27,305 85	Benson	13,162 36
Warsaw	27,305 85	Dunn	52,649 44
Falson	18,567 97	Weldon	61,917 76
Mount Olive	13,652 92	Washington	2,920 00
Goldsboro	27,305 85	Rowland	12 000 00
Fremont	20,479 38	Hobgood	1,131 67
Black Creek	13,652 92	Spring Hope	7,872 48
Wilson	22,663 95	Hope Mills	13,588 98
Elm City	13,652 92	Fayetteville	28,228 43
Rocky Mount	29,490 31	Conoho	194 42
Battleboro	13,652 92	Warsaw	2,185 00
Whitakers	27,305 85	Rocky Mount	3,052 00
Enfield	27,305 85	Nashville	7,983 00
Wallace	13,652 92	Lucama	14,177 00
Pikeville	17,748 80	Selma	24,611 00
Scotland Neck	19,807 32	Four Oaks	14,980 00
Greenville	14,151 20	Ayden	4,529 00
Grifton	5,283 11		
Clinton	5,918 39	Total Valuation for Towns	$ 720,787 37

Digitized by Google

COMPILATION OF RAILROAD RETURNS FOR THE YEAR ENDING JUNE 30, 1893.

Digitized by Google

ATLANTIC COAST LINE SYSTEM.

Lines Owned, Leased, Controlled and Operated in North Carolina.

		MILES.
Wilmington and Weldon Railroad		162 00
Branches:		
Tarboro Branch	16 00	
Scotland Neck Branch	85.00	
Midland Branch	22.00	
Wilson and Fayetteville Branch	116.17	
Nashville Branch	19.00	
Clinton Branch	13.00	
Washington Branch	25.00	296.17
Albemarle and Raleigh Railroad	54.00	
Wilmington, Columbia and Augusta Railroad	67.51	
Cheraw and Salisbury Railroad	13.90	
Petersburg Railroad	6.99	
Wilmington, Chadbourne and Conway	25.88	234.39
Norfolk and Carolina	66.11	
		692.57

WILMINGTON AND WELDON RAILROAD COMPANY.

HISTORY.

The Wilmington and Weldon Railroad Company was organized March 14, 1836, under the laws of North Carolina, Acts of General Assembly 1833-'35-'36 (amendatory Acts 1851-'2-'5-'67).

January, 1833, chartered as Wilmington and Raleigh Railroad Company; main line opened March 9, 1840 Name changed in February, 1855.

Tarboro Branch opened in August, 1849, and Scotland Neck Branch October 1, 1882.

Midland North Carolina Railroad was purchased in June, 1885.

The Fayetteville Branch was completed and opened October 1, 1886.

The Nashville Branch was opened in 1887.

The Clinton Branch on April 1, 1887.

Washington Branch was opened in 1892.

This Corporation was chartered as the Wilmington and Raleigh Railroad, by the General Assembly of North Carolina, year 1833, for the purpose of effecting a communication by a railroad from some point within the town of Wilmington, or immediate neighborhood of the said town, to the city of Raleigh, or in the immediate neighborhood of the said city.

The charter was amended in 1835, so as to allow the Company to run its main road from some point within or near the town of Wilmington, to some point in the city of Raleigh, or in the immediate neighborhood thereof, or to some point at or near the river Roanoke, at the election of the Stockholders, with a view of connecting with the Petersburg and Norfolk Railroads.

Exemption from taxation surrendered at session General Assembly 1893.

Digitized by Google

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.
Vice-President	H. Walters	Wilmington, N. C.
Secretary-Treasurer	James F. Post, Jr	Wilmington, N. C.
Auditor	W. A. Riach	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Superintendent Transportation	E. Borden	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen'l Freight and Pass. Agent	H. W. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Main line	Wilmington	Weldon		162.00
Tarboro Branch	Rocky Mount	Tarboro	16.00	
Scotland Neck Branch	Halifax	Kinston	85.00	
Wilson and Fayetteville Branch	Contentnea	South Carolina Line	116.17	
Midland Railroad	Smithfield	Goldsboro	22.00	
Nashville Branch	Rocky Mount	Spring Hope	19.00	
Clinton Branch	Clinton	Warsaw	13.00	
Washington Branch	A. & R. Junction	Washington	25.00	
				296.17
SPURS.				458.17
Saul's Mill track	Goldsboro		1.07	
Rocky Mount Mills	Rocky Mount		1.40	
Carolina Rice Mill Company	Fayetteville		.68	
Bucket Factory	Fayetteville		.12	
Emery's track	Weldon		.20	
Mill track	Tillery		.18	
Kitchen's Mill			.25	
Tarboro Factory			.50	
Phosphate Mills	Castle Hayne		.90	
Oil and Rice Mills	Goldsboro		.70	
Brick Yard	Wilson		.25	
			6.25	

Digitized by Google

CAPITAL STOCK.

Number of shares authorized—common (with right to increase)		30,000
Par value of shares	$	100 00
Total amount issued and outstanding		3,000,000 00
Dividends declared during year—amount		210,000 00
Rate of interest, 7 per cent.		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time. Date of Issue.	Time. When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
Gold interest	1867	1897	$ 936,000 00	$ 936,000 00	$ 936,000 00	$ 936,000 00
General first mortgage	1885	1935	3,064,000 00	3,000,000 00	3,000,000 00	3,182,034 34
			$ 4,000,000 00	$ 3,936,000 00	$ 3,936,000 00	$ 4,118,034 34
Certificates of indebt'ness—						
W. and W. special Trustee's certificate	1888	1937	380,000 00	380,000 00	380,000 00	380,000 00
W. and W. certificates of indebtedness			2,500,000 00	2,500,000 00	2,500,000 00	
			$ 2,880,000 00	$ 2,880,000 00	$ 2,880,000 00	$ 380,000 00
Grand total			$ 6,880,000 00	$ 6,816,000 00	$ 6,816,000 00	$ 4,498,034 34

Class of Bond or Obligation.	Interest. Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
Gold interest	7	Jan. and July	$ 65,520 00	$ 65,520 00
General first mortgage	5	Jan. and July	150,000 00	150,000 00
			$ 215,520 00	$ 215,520 00
Certificates of indebtedness—				
W. and W. special Trustee's certificate	6	May and Nov.	22,800 00	22,800 00
W. and W. certificates of indebtedness	7	April and Oct.	175,000 00	175,000 00
			$ 197,800 00	$ 197,800 00
Grand total			$ 413,320 00	$ 413,320 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued		$ 3,936,000 00
Miscellaneous obligations (certificates of indebtedness)—amount issued		2,880,000 00
Total		$ 6,816,000 00
Mortgage bonds—amount outstanding		3,936,000 00
Miscellaneous obligations (certificates of indebtedness)—amount outstanding		2,880,000 00
Total		$ 6,816,000 00
Mortgage bonds—amount of interest accrued during year		215,520 00
Miscellaneous obligations (certificates of indebtedness)—amount of interest accrued during year		197,800 00
Total		$ 413,320 00
Mortgage bonds—amount of interest paid during year		215,520 00
Miscellaneous obligations (certificates of indebtedness)—amount of interest paid during year		197,800 00
Total		$ 413,320 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 354,083 46	
Bills receivable	15,073 22	
Due from agents	22,244 99	
Net traffic balances due from other companies	207,860 23	
Due from solvent companies and individuals	189,659 55	
Balance—current liabilities	244,570 59	
		$ 654,172 94

LIABILITIES.

Loans and bills payable	$ 450,000 00	
Admitted vouchers and accounts	34,285 23	
Wages and salaries	56,409 08	
Net traffic balances due to other companies	189,659 55	
Dividends not called for	2,141 50	
Matured interest coupons unpaid	108,645 63	
Miscellaneous	2,691 50	
		$ 654,172 94

RECAPITULATION.

Capital Stock—total amount outstanding		$ 3,000,000 00
Bonds—total amount outstanding		6,816,000 00
Total		$ 9,816,000 00
Capital stock—apportionment to railroads		3,000,000 00
Bonds—apportionment to railroads		6,816,000 00
Total		$ 9,816,000 00
Capital stock—amount per mile of road (458.17 miles)		6,547 78
Bonds—amount per mile of road (458.17 miles)		14,876 57
Total		$ 21,424 35

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total construction during year	$ 259,967 00
Total equipment during year	35,154 00
Grand total cost construction, equipment, etc., during year	$ 295,121 00
Total cost to June 30, 1892	9,908,667 91
Total cost to June 30, 1893	10,203,788 91
Cost per mile	22,270 75

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 1,594,158 27	
Less operating expenses	896,656 54	
Income from operation	$ 697,501 73	
Total income		$ 697,501 73
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	413,320 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	22,500 00	
Rents	29,575 44	
Taxes	97,279 13	
Total deductions from income		562,674 57
Net income		$ 134,827 16
Dividends, 7 per cent. common stock		210,000 00
Deficit from operations of year ending June 30, 1893		$ 75,172 84
Surplus on June 30, 1892, [From "General Balance Sheet," 1892 Report]		237,799 36
		$ 162,626 52
Deductions for year		19,408 20
Surplus on June 30, 1893, [For entry on "General Balance Sheet,"]		$ 143,218 32

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 438,476 44		
Less repayments:			
Tickets redeemed, excess fares refunded, other repayments		$ 2,320 86	
Total deductions		$ 2,320 86	
Total passenger revenue			$ 436,155 58
Mail			111,153 52
Express			39,343 24
Extra baggage and storage			4,311 84
Other items			9,359 86
Total passenger earnings			$ 600,324 04
FREIGHT:			
Freight revenue	$ 983,860 18		
Less repayments:			
Overcharge to shippers	$ 9,610 92		
Other repayments	16,652 00	$ 26,262 92	
Total freight revenue			$ 957,597 26
Total freight earnings			$ 957,597 26
Total passenger and freight earnings			$ 1,557,921 30
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance			11,374 59
Other sources			24,862 38
Total gross earnings from operation—N. C.			$ 1,594,158 27

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 71,317 37	$ 60,752 46	$ 132,069 83
Renewals of rails	32 40	27 60	60 00
Renewals of ties	27,128 39	23,109 37	50,237 76
Repairs of bridges and culverts	17,395 55	14,818 44	32,213 99
Repairs of fences, road-crossings, signs and cattle guards	1,075 06	915 80	1,990 86
Repairs of buildings	13,235 03	11,274 29	24,509 32
Repairs of docks and wharves	118 30	100 77	219 07
Repairs of telegraph	170 43	145 19	315 62
Other expenses	1,037 76	884 02	1,921 78
Total	$ 131,510 29	$ 112,027 94	$ 243,538 23
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 29,746 79	$ 25,339 87	$ 55,086 66
Repairs and renewals of passenger cars	35,675 58		35,675 58
Repairs and renewals of freight cars		53,204 05	53,204 05
Shop machinery, tools, etc	8,948 91	7,623 15	16,572 06
Other expenses	64 49	54 93	119 42
Total	$ 74,435 77	$ 86,222 00	$ 160,657 77
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 27,746 36	$ 44,205 13	$ 71,951 49
Fuel for locomotives	54,338 45	46,288 32	100,626 77
Water-supply for locomotives	2,042 75	1,740 13	3,782 88
All other supplies for locomotives	3,878 50	3,303 90	7,182 40
Wages of other trainmen	22,603 13	28,018 85	50,621 98
All other train supplies	12,352 78	10,522 74	22,875 52
Wages of switchmen, flagmen and watchmen	5,622 63	4,789 65	10,412 28
Expense of telegraph, including train dispatchers and operators	10,076 59	8,583 77	18,660 36
Wages of station agents, clerks and laborers	36,314 83	30,953 58	67,268 21
Station supplies	2,698 80	2,298 97	4,997 77
Loss and damage	3,303 91	7,277 48	10,581 39
Injuries to persons	498 45	779 75	1,278 20
Other expenses	2,037 45	1,735 60	3,773 05
Total	$ 183,514 63	$ 190,497 67	$ 374,012 30

Digitized by Google

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 13,392 79	$ 11,408 68	$ 24,801 47
Salaries of clerks	8,147 79	6,940 53	15,088 32
General office expenses and supplies	3,618 23	3,082 19	6,700 42
Agencies, including salaries and rent	8,098 41	11,486 39	19,584 80
Advertising	3,778 46	28 56	3,807 02
Commissions	6 45	5 49	11 94
Insurance	2,665 64	2,272 58	4,938 22
Expense of traffic associations	721 54	614 65	1,336 19
Rents for tracks, yards and terminals	2,482 77	7,027 65	9,510 42
Legal expenses	9,411 91	8,017 55	17,429 46
Stationery and printing	7,305 27	6,223 01	13,528 28
Other general expenses	924 32	787 38	1,711 70
Total	$ 60,553 58	$ 57,894 66	$ 118,448 24
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 131,510 29	$ 112,027 94	$ 243,538 23
Maintenance of equipment	74,435 77	86,222 00	160,657 77
Conducting transportation	183,514 63	190,497 67	374,012 30
General expenses	60,553 58	57,894 56	118,448 24
Grand total	$ 450,014 37	$ 446,642 17	$ 896,656 54

Percentage of expenses to earnings—entire line, 56.2 per cent.

RENTALS PAID.

W. C. and A. R. R., deficit from operating this road under lease, cash $29,575.44.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.	Assets.	June 30, 1893.	Year Ending June 30, 1893.	
Total.		Total.	Increase.	Decrease.
$ 9,908,667 91	Cost of road	$ 10,203,788 91	$ 295,121 00	
780,652 72	Cash and current assets	409,602 35		$ 371,050 37
$ 10,689,320 63	Grand total	$ 10,613,391 26	$ 295,121 00	$ 371,050 37
	LIABILITIES.			
$ 3,000,000 00	Capital stock	$ 3,000,000 00		
6,816,000 00	Funded debt	6,816,000 00		
635,521 27	Current liabilities	654,172 94	$ 18,651 67	
237,799 36	Profit and loss	143,218 32		$ 94,581 10
$ 10,689,320 63	Grand total	$ 10,613,391 26	$ 18,651 67	$ 94,581 10

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers, } A proportion of { ----------	16	----------	$ 24,801 47	
General office clerks, } A proportion of { ----------	51	----------	15,088 32	
Station agents	63	22,680	34,000 00	$ 1 50
Other station men	125	45,050	42,343 12	93
Enginemen	47	16,920	65,324 61	3 80
Firemen	59	21,150	20,452 60	96
Conductors	36	12,960	30,641 25	2 36
Other trainmen	91	32,760	27,152 30	83
Machinists	32	11,520	26,243 12	2 27
Carpenters	60	21,600	34,895 20	1 61
Other shopmen	130	46,800	56,243 29	1 20
Section foremen	59	21,240	30,324 29	1 42
Other trackmen	399	143,640	68,261 26	47
Switchmen, flagmen, and watchmen	27	9,720	8,223 00	84
Telegraph operators and dispatchers	29	10,440	10,450 26	1 00
All other employees and laborers	40	14,400	12,342 81	81
Total (including "General Officers")—N. C.	1,264	----------	$ 506,786 90	
Less "General Officers"	16	----------	24,801 47	
Total (excluding "General Officers")—N. C.	----------	----------	$ 481,985 43	

DISTRIBUTION OF ABOVE:

General administration	$ 39,889 79
Maintenance of way and structures	110,928 36
Maintenance of equipment	117,381 61
Conducting transportation	238,587 14
Total (including "General Officers")—N. C.	506,786 90
Less "General Officers"	24,801 47
Total (excluding "General Officers")—N. C.	481,985 43

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	380,272			
Number of passengers carried one mile	17,176,722			
Average distance carried	45.1			
Total passenger revenue		436,155	58	
Average amount received from each passenger		1	14	6
Average receipts per passenger per mile			2	539
Estimated cost of carrying each passenger one mile			2	625
Total passenger earnings		611,698	63	
Passenger earnings per mile of road		1,335	9	1
Passenger earnings per train mile			97	72
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	595,521			
Number of tons carried one mile	55,058,629			
Average distance haul of one ton	92.4			
Total freight revenue		957,597	26	
Average amount received for each ton of freight		1	60	8
Average receipts per ton per mile			1	739
Estimated cost of carrying one ton one mile				811
Total freight earnings		957,597	26	
Freight earnings per mile of road		2,090	4	
Freight earnings per train mile		1	77	5
PASSENGER AND FREIGHT:				
Passenger and freight revenue		1,393,752	94	
Passenger and freight revenue per mile of road		3,042		
Passenger and freight earnings		1,557,921	30	
Passenger and freight earnings per mile of road		3,425	13	1
Gross earnings from operation		1,594,158	27	
Gross earnings from operation per mile of road		3,479	40	
Gross earnings from operation per train mile		1	36	824
Expenses		896,656	54	
Expenses per mile of road		1,957	3	
Income from operation		697,501	73	
Income from operation per mile of road		1,522	36	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE.

Miles run by passenger trains	608,529
Miles run by freight trains	487,045
Miles run by mixed trains	69,540
Total mileage trains earning revenue	1,165,114
Miles run by switching trains	152,081
Miles run by construction and other trains	93,807
Grand total train mileage	1,411,002
Mileage of loaded freight cars—north or east	4,153,325
Mileage of loaded freight cars—south or west	2,879,316
Mileage of empty freight cars—north or east	711,910
Mileage of empty freight cars—south or west	1,644,036
Average number of freight cars in train	16.62
Average number of loaded cars in train	12.30
Average number of empty cars in train	4.32

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
LOCOMOTIVES:						
Passenger, freight and switching	2	54	42	Westinghouse		
CARS IN PASSENGER SERVICE:						
First-class passenger cars		28	28	Westinghouse	28	Janney.
Combination passenger cars		4	3	Westinghouse	3	Janney.
Baggage, express, and postal cars		15	14	Westinghouse	15	Janney.
Other cars in passenger service—officers	1	5	5	Westinghouse	5	Janney.
Total			50		51	
CARS IN FREIGHT SERVICE:						
Box cars	32	939	592	Westinghouse	763	
Flat cars		323	1	Westinghouse	200	
Stock cars		10			2	
Log cars		71				
Total	32	1,343	593		965	
CARS IN COMPANY'S SERVICE:						
Gravel cars		71			6	
Derrick cars (wreck)	3	8	7		5	
Caboose cars		19			10	
Other road cars (shanty)		49				
Total	3	147	7		21	
Grand total cars	36	1,542	650		1,037	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Total Mileage Operat'd	Rails.	
	Main Line.	Branch's and Spurs.			Iron.	Steel.
Miles of single track	162.00	301.17	463.17	463.17	25.87	437.30
Miles of yard track and sidings	62.91			62.91	52.01	10.90
Total mileage operated (all tracks)	224.91	301.17	463 17	526.08	77.88	448.20

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Total Mileage Excluding Trackage Rights.	Rails.	
	Main Line.	Branch's & Spurs.			Iron.	Steel.
North Carolina	162.00	301.17	463.17	526.08	77.88	448.20
Total mileage operated	162.00	301.17	463.17	526.08	77.88	448.20

MILEAGE OWNED.

North Carolina	162.00	301.17	463.17	526.08	77.88	448.20
Total mileage owned	162.00	301.17	463.17	526.08	77.88	448.20

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year:

Steel, tons	760,285.8
Weight per yard, pounds	70
Average price per ton at distributing point	$ 32 75

New Ties Laid During Year:

Pine	167,414
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	23,243	20,022	33,254	616,786	4.83
Freight				485,133	
Switching				155,891	
Construction				98,845	
Total	23,243	20,022	33,254	1,356,655	
Average price at distributing points	$ 2 75	$ 1 60			

Digitized by Google

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	-------	36	-------	5	-------	-------	-------	41
Fall'g fr'm trains and eng'n's	-------	2	-------	-------	-------	-------	-------	2
Collisions	-------	1	-------	-------	-------	-------	-------	1
Derailments	1	2	-------	-------	-------	-------	1	2
At stations	-------	2	2	1	-------	8	2	11
Overhead obstructions	-------	-------	-------	2	-------	-------	-------	2
Total	1	43	2	8	-------	8	3	59

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments	-------	1	-------	-------	-------	-------	-------	
Other causes	-------	12	6	10	-------	3	6	13
Total	-------	13	6	10	-------	3	6	13

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron	28	2,325	1¼	13	9	514	7
Wooden	3	619	-------	195	-------	222	
Trestles, 25 feet and over	380	35,546	-------	25	-------	1,091	
Tunnels, less than 25 feet	317	7,447	9	6	-------	24	

Overhead highway crossing, 1; height above surface of rail, 20 feet.
Gauge of track, four feet nine inches, 463.17 miles.

Digitized by Google

ALBEMARLE AND RALEIGH RAILROAD COMPANY.

HISTORY.

The Albemarle and Raleigh Railroad Company was organized December 22, 1873, under laws State of North Carolina, as Seaboard and Raleigh Railroad Company; amended February 16, 1874, January 30, 1883, and name changed to Albemarle and Raleigh Railroad Company, February 7, 1883.

The purpose of this company was to construct and operate a railway from some point at or near the City of Raleigh, to some point on the Roanoke river, in the county of Martin, with authority to purchase the Williamston and Tarboro Railroad, with all its rights, franchises privileges and immunities.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	H. Walters	Wilmington, N. C.
Secretary-Treasurer	James F. Post, Jr	Wilmington, N. C.
Auditor	W. A. Riach	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Superintendent of Telegraph and Transportation	E. Borden	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen. Freight and Pass. Agent	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Albemarle and Raleigh Railroad, from Tarboro to Plymouth, 54 miles.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	6,500
Par value of shares	$ 100
Total par value authorized	650,000 00
Total amount issued and outstanding	650,000 00
Total number of shares issued for cash—common	6,500
Total cash realized	650,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, 1875. When due, 1925.

Amount of authorized issue	$ 650,000 00
Amount issued	650,000 00
Amount outstanding	650,000 00

Rate of interest 6 per cent., payable January and July.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 650,000 00
Amount outstanding	650,000 00
Amount of interest accrued during year	39,000 00

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 2,517 86	
Due from agents	950 15	
Net traffic balances due from other companies	1,951 56	
Balance—current liabilities	482,633 02	
Total		$ 488,052 59

LIABILITIES.

Loans and bills payable	$ 144,037 05	
Audited vouchers and accounts	303 85	
Wages and salaries	1,463 92	
Matured interest coupons unpaid	312,000 00	
Miscellaneous (interest on bills payable)	30,247 77	
Total		$ 488,052 59

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 650,000 00
Bonds	650,000 00
Current liabilities	482,633 02
Total	$ 1,782,633 02

Number of miles, 54.00.

FOR MILEAGE OPERATED.

Albemarle and Raleigh—capital stock	$ 650,000 00
Funded debt	650,000 00
Current liabilities	482,633 02
Total	$ 1,782,633 02

Number of miles, 54.00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Grand total cost construction, equipment, etc., during the year	$ 1,250 00
Grand total cost construction, equipment, etc., to June 30, 1892	1,492,258 08
Grand total cost construction, equipment, etc., to June 30, 1893	1,493,508 08

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 66,415 58	
Less operating expenses	60,715 49	
Income from operation		$ 5,700 09
Total income		$ 5,700 09
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 39,000 00	
Interest on interest bearing current liabilities accrued	8,642 22	
Taxes	2,181 76	
Total deductions from income		49,823 98
Deficit		$ 44,123 89
Deficit from operations of year ending June 30, 1893		$ 44,123 89
Deficit on June 30, 1892 [from "general balance sheet," 1892]		245,001 05
Deficit on June 30, 1893 [for entry on "general balance sheet"]		$ 289,124 94

EARNINGS FROM OPERATION.

PASSENGER AND FREIGHT:		
Total passenger revenue		$ 15,135 61
Mail		3,164 75
Express		1,971 17
Extra baggage and storage		159 98
Total passenger earnings		$ 20,431 51
Total freight revenue		41,345 97
Total passenger and freight earnings		$ 61,777 48
OTHER EARNINGS FROM OPERATION:		
Car mileage—balance		4,025 53
Telegraph companies		573 22
Other sources		39 35
Total other earnings		$ 4,638 10
Total gross earnings from operation		$ 66,415 58

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 2,950 23	$ 8,850 71	$ 11,800 94
Renewals of rails	265 35	796 07	1,061 42
Renewals of ties	128 25	384 76	513 01
Repairs of bridges and culverts	3,118 89	9,356 67	12,475 56
Repairs of fences, road-crossings, signs, and cattle guards	27 54	82 63	110 17
Repairs of buildings	417 16	1,251 51	1,668 67
Other expenses	1,446 72	4,340 18	5,786 90
Total	$ 8,354 14	$ 25,062 53	$ 33,416 67
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 3 94	$ 11 84	$ 15 78
Repairs and renewals of passenger cars	771 31	----------	771 31
Repairs and renewals of freight cars	----------	667 26	667 26
Total	$ 775 25	$ 679 10	$ 1,454 35
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen, and roundhousemen	$ 621 62	$ 3,225 71	$ 3,847 33
Fuel for locomotives	1,329 83	3,989 50	5,319 33
Water-supply for locomotives	148 43	445 32	593 75
All other supplies for locomotives	125 26	375 78	501 04
Wages of other trainmen	407 69	2,024 60	2,432 29
All other train supplies	52 43	157 29	209 72
Wages of switchmen, flagmen, and watchmen	147 10	441 30	588 40
Expenses of telegraph, including train dispatchers and operators	376 51	1,102 56	1,470 07
Wages of station agents, clerks, and laborers	1,201 11	3,603 35	4,804 46
Station supplies	54 20	162 62	216 82
Loss and damage	79 38	459 26	538 64
Injuries to persons	104 25	333 00	437 25
Other expenses	19 39	58 20	77 59
Total	$ 4,638 20	$ 16,378 49	$ 21,036 69

Digitized by Google

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of officers	$ 302 57	$ 907 71	$ 1,211 28
Salaries of clerks	138 71	416 14	554 85
General office expenses and supplies	61 93	185 80	247 73
Agencies, including salaries and rent	----------	108 75	108 75
Insurance	94 66	283 89	378 65
Expense of traffic associations	5	15	20
Expense of stock yards and elevators	140 64	421 94	562 58
Rents for tracks, yards, and terminals	19 75	59 25	79 00
Legal expenses	185 40	556 20	741 60
Stationery and printing	230 66	691 98	922 64
Other general expenses	37	1 13	1 50
Total	$ 1,174 74	$ 3,633 04	$ 4,807 78
Recapitulation of Expenses:			
Maintenance of way and structures	$ 8,354 14	$ 25,062 53	$ 33,416 67
Maintenance of equipment	775 25	679 10	1,454 35
Conducting transportation	4,658 20	16,378 49	21,036 69
General expenses	1,174 74	3,633 04	4,807 78
Grand total	$ 14,962 33	$ 45,753 16	$ 60,715 49

Percentage of operating expenses to earnings, 91.4 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.	Assets.	June 30, 1893.	Year Ending June 30, 1893.	
Total.		Total.	Increase.	Decrease.
$ 1,492,258 08	Cost of road	$ 1,493,508 08	$ 1,250 00	
17,789 49	Cash and current assets	----------	----------	$ 17,789 49
245,001 05	Profit and loss	289,121 94	44,123 89	
$ 1,755,048 62	Grand total	$ 1,782,633 02	$ 27,584 40	
	Liabilities.			
$ 650,000 00	Capital stock	$ 650,000 00		
650,000 00	Funded debt	650,000 00		
455,048 62	Current liabilities	482,633 02	$ 27,584 40	
$ 1,755,048 62	Grand total	$ 1,782,633 02	$ 27,584 40	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage bonds. What road mortgaged—From Plymouth to Tarboro, 54 miles.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers, } A proportion of }	16		$ 1,211 28	
General office clerks, }	49		554 85	
Station agents	8	2,880	3,600 00	$ 1 25
Other station men	3	1,080	1,140 00	1 05
Section foremen	7	2,520	2,776 80	1 10
Other trackmen	32	11,520	7,170 00	62
Total (including "General Officers,")	115		$ 16,452 93	
DISTRIBUTION OF ABOVE:				
General administration			$ 1,766 13	
Maintenance of way and structures			9,946 80	
Conducting transportation			4,740 00	
Total (including "General Officers,")			$ 16,452 93	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Total passenger revenue		15,135	61	
Total passenger earnings		20,431	51	
Passenger earnings per mile of road		396	88	
Passenger earnings per train mile		1	28	9
FREIGHT TRAFFIC:				
Total freight revenue		41,345	97	
Total freight earnings		41,345	97	
Freight earnings per mile of road		766	40	
Freight earnings per train mile			9	8
PASSENGER AND FREIGHT:				
Passenger and freight revenue		56,481	78	
Passenger and freight revenue per mile of road		1,045	96	
Passenger and freight earnings		61,777	48	
Passenger and freight earnings per mile of road		1,153	28	
Gross earnings from operation		66,415	58	
Gross earnings from operation per mile of road		1,229	92	
Gross earnings from operation per train mile		1	4	
Expenses		60,715	49	
Expenses per mile of road		1,124	36	
Income from operation		5,700	9	
Income from operation per mile of road		105	56	
TRAIN MILEAGE:				
Miles run by mixed trains	63,804			
Miles run by switching trains	358			
Miles run by construction and other trains	4,074			
Grand total train mileage	68,236			
Mileage of loaded freight cars—north or east	178,482			
Mileage of loaded freight cars—south or west	77,357			
Mileage of empty freight cars—north or east	29,768			
Mileage of empty freight cars—south or west	143,887			
Average number of freight cars in train	9.02			
Average number of loaded cars in train	4.88			
Average number of empty cars in train	4.14			

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Item.	Total No. at end of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		No.	Kind.	No.	Kind.
Locomotives:					
Passenger, freight, switching and leased	3	1	Westinghouse		
Cars in Passenger Service:					
First-class passenger cars	2	2	Westinghouse	2	Janney.
Combination passenger cars	2	2		2	
Baggage, express, and postal cars	1	1		1	
Total	5	5	Westinghouse	5	Janney.
Cars in Freight Service:					
Box cars	41	1	Westinghouse	26	Janney.
Flat cars	40	1	Westinghouse	24	Janney.
Total	81	2		50	
Grand total cars	86	7	Westinghouse	55	Janney.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line—miles of single track	53.33
Miles of yard track and sidings	3.53
Total mileage operated (all tracks)—main line	56.86
Rails—iron, miles of single track	26.36
Miles of yard track and sidings	3.53
Total mileage rails, iron	29.89
Rails—steel, miles of single track	26.97

MILEAGE OF LINE BY STATES.

North Carolina, line represented by capital stock—main line	53.33
Rails—iron, miles	26.36
Steel	26.97

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Pine and oak	13,004
Average price at distributing point	80 cts.

Digitized by Google

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		5
Overhead obstructions		1
Other causes		1
Total		7
PASSENGERS:		
Derailments		1
TRESPASSING:		
Other causes	1	
NOT TRESPASSING:		
Derailments		1
Other causes		1
Total		2
Derailments		1
Other causes		2
Total		3

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—Combination, number	1
Aggregate length, feet and inches	279.10
Minimum length, feet and inches	279.10
Maximum length, feet and inches	279.10
Trestles—twenty-five feet and over, number	81
Aggregate length, feet and inches	5,482.8
Minimum length, feet	25
Maximum length, feet and inches	612.6
Trestles—less than twenty-five feet, number	80
Aggregate length, feet and inches	1,194.5
Minimum length, feet	8
Maximum length, feet	24

Gauge of track, four feet nine inches. Miles, 53.33.

Digitized by Google

CHERAW AND DARLINGTON RAILROAD,

INCLUDING CHERAW AND SALISBURY RAILROAD COMPANY.

HISTORY.

Chartered in 1857 for a term of ninety-nine years, by Act ratified the 2d day of February, 1857.

The Cheraw and Salisbury Railroad Company was organized in December, 1857, under laws of South Carolina and North Carolina; amended December, 1861, and December, 1868; name changed by latter amendment; originally Cheraw and Coal Fields.

Road opened in 1880.

By Act ratified 16th day of December, 1868, changing the name of said corporation, it was allowed five years from said 16th day of December, 1868, to complete its road to the crossing of the Wilmington, Charlotte and Rutherford Railroad (now the Carolina Central), and five additional years thereto to complete the extension authorized by said Act, to such point on the North Carolina Railroad at or near Salisbury as might be selected by said Company.

The Ordinance of the State Convention, ratified the 10th day of March, 1862, provided that the Cheraw and Coal Fields Railroad Company should complete its road to the Coal Fields, in Chatham County, within five years after the close of the war, or forfeit its charter.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. F. Ravenel	Charleston, S. C.
Vice-President	H. Walters	Wilmington, N. C.
Treasurer	J. H. McIver	Cheraw, S. C.
Auditor	W. A. Riach	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen'l Freight and Pass. Agent	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Cheraw and Salisbury Railroad Company, from Cheraw to Wadesboro, 26 miles.

Cheraw and Darlington, Cheraw to Florence, 40 miles.

CAPITAL STOCK.

Par value of shares	$ 50 00
Total par value authorized	400,000 00
Total amount issued and outstanding	392,100 00
Dividends declared during year, 3 per cent.—amount	11,763 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First Mortgage Bonds	$ 400,000 00	$ 236,000 00	$ 236,000 00	$ 236,000 00
Old Bonds past due			500 00	
Bills payable January, 1893	90,000 00	90,000 00	90,000 00	90,000 00
Grand total	$ 490,000 00	$ 326,000 00	$ 326,500 00	$ 326,000 00

	Interest.			
Class of Bond or Obligation.	Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
First Mortgage Bonds	5	April and Oct.	$ 11,800 00	$ 11,800 00
Bills payable January, 1893	6		2,700 00	2,700 00
Grand total			$ 14,500 00	$ 14,500 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 236,500 00
Miscellaneous obligations—amount issued	90,000 00
Total	$ 326,500 00
Mortgage bonds—amount outstanding	236,500 00
Miscellaneous obligations—amount outstanding	90,000 00
Total	$ 326,500 00
Mortgage bonds—amount of interest accrued during year	11,800 00
Miscellaneous obligations—amount of interest accrued during year	2,700 00
Total	$ 14,500 00
Mortgage bonds—amount of interest paid during year	11,800 00
Miscellaneous obligations—amount of interest paid during year	2,780 00
Total	$ 14,500 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 52,034 37
Due from agents	6,611 93
Net traffic balances due from other companies	5,777 02
Total	$ 64,423 32

LIABILITIES.

Dividends not called for	$ 1,396 00
Matured interest coupons unpaid	1,100 00
Miscellaneous	10,189 23
Balance—cash assets	51,738 09
Total	$ 64,423 32

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 392,100 00
Bonds—total amount outstanding	326,500 00
Current liabilities—total amount outstanding	12,685 23
Total	$ 731,285 23
Capital stock—amount per mile of road (66.00 miles)	5,940 91
Bonds—amount per mile of road	4,946 96
Current liabilities—amount per mile of road	192 20
Total	$ 11,080 07

FOR MILEAGE OPERATED.

Cheraw and Darlington Road—capital stock	$ 392,100 00
Funded debt	326,500 00
Current liabilities	12,685 23
Total	$ 731,285 23
Amount per mile of road (66.00 miles)	11,080 07

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost to June 30, 1892	$ 680,382 56
Total cost to June 30, 1893	804,958 38
Cost per mile	13,711 79

INCOME ACCOUNT.

Gross earnings from operation	$ 98,199 26	
Less operating expenses	72,880 01	
Income from operation		$ 25,319 25
Miscellaneous income		1,753 72
Total income		$ 27,072 97
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 14,500 00	
Taxes	234 67	
Total deductions from income		14,734 67
Net income		$ 12,338 30
Dividends 3 per cent., common stock	$ 11,736 00	
Total		11,736 00
Surplus from operations of the year ending June 30, 1893		$ 575 30
Surplus on June 30, 1892 (from "General Balance Sheet," 1892 report)		104,774 51
Additions for year		$ 32,996 66
Surplus on June 30, 1893 (for entry on "General Balance Sheet,")		$ 138,346 47

Digitized by Google

EARNINGS FROM OPERATION.

PASSENGER:	
Total passenger revenue	$ 17,815 89
Mail	4,041 60
Express	814 67
Extra baggage and storage	398 22
Other items	416 24
Total passenger earnings	$ 23,486 62
FREIGHT:	
Total freight revenue	74,028 74
Total passenger and freight earnings	$ 97,515 36
OTHER EARNINGS FROM OPERATION:	
Telegraph companies	683 90
Total other earnings	$ 683 70
Total gross earnings from operation—entire line	$ 98,199 26

STOCK OWNED.

Cheraw Bridge Company—total par value	$ 250 00
Valuation	250 00

MISCELLANEOUS INCOME.

Interest on cash balance—gross income	$1,753 72
Net miscellaneous income	1,758 72

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 5,723 25	$ 6,455 04	$ 12,178 29
Renewals of rails	32 54	36 69	69 23
Renewals of ties	3,914 26	4,413 95	8,328 21
Repairs of bridges and culverts	2,721 82	3,069 27	5,791 07
Repairs of fences, road-crossings, signs and cattle guards	17 64	19 86	37 50
Repairs of buildings	331 91	374 21	706 12
Other expenses	11 75	13 25	25 00
Total	$ 12,753 17	$ 14,382 27	$ 27,135 44
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 1,713 72	$ 1,932 49	$ 3,646 21
Repairs and renewals of passenger cars	926 79	1,045 16	1,971 95
Repairs and renewals of freight cars	654 73	738 26	1,392 99
Total	$ 3,295 24	$ 3,715 91	$ 7,011 15

Digitized by Google

OPERATING EXPENSES—Continued.

ITEMS.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 2,574 48	$ 3,678 59	$ 6,253 07
Fuel for locomotives	1,520 07	1,714 11	3,234 18
Water-supply for locomotives	21 04	23 68	44 72
All other supplies for locomotives	251 69	283 80	535 49
Wages of other trainmen	1,839 58	2,718 30	4,557 88
All other train supplies	331 37	373 61	704 98
Wages of switchmen, flagmen and watchmen	603 81	678 74	1,282 55
Expense of telegraph, including train dispatchers and operators	229 44	258 72	488 16
Wages of station agents, clerks and laborers	5,992 85	6,645 07	12,537 92
Station supplies	231 47	261 00	492 47
Loss and damage	250 43	241 85	292 28
Injuries to persons	27 62	2 76	30 38
Other expenses	827 50	933 11	1,760 61
Total	$ 14,501 35	$ 17,713 34	$ 32,214 69
GENERAL EXPENSES:			
Salaries of officers	$ 1,507 77	$ 1,700 19	$ 3,207 96
Salaries of clerks	203 54	229 42	432 96
General office expenses and supplies	150 97	170 23	321 20
Agencies, including salaries and rent	101 36	280 85	382 21
Insurance	267 17	301 05	568 22
Expense of traffic associations	28	30	58
Rents for tracks, yards and terminals	----------	96 97	96 97
Legal expenses	83 52	97 56	184 08
Stationery and printing	595 75	671 77	1,276 52
Other general expenses	26 80	30 23	57 03
Total	$ 2,940 16	$ 3,578 57	$ 6,518 73
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 12,753 17	$ 14,382 27	$ 27,135 44
Maintenance of equipment	3,295 21	3,715 91	7,011 15
Conducting transportation	14,501 35	17,713 34	32,214 69
General expenses	2,940 16	3,578 57	6,518 73
Grand total	$ 33,489 92	$ 39,390 09	$ 72,880 01

Percentage of expenses to earnings, entire line, 74.2 per cent.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	Year Ending June 30, 1893. Increase.	Decrease.
$ 680,382 56	Cost of road / Cost of equipment	$ 804,958 38	$ 24,575 82	
1,366 00	Stocks owned	250 00		$ 1,116 00
12,000 00	Bonds owned			12,000 00
39,625 95	Cash and current assets	64,423 32		
$ 733,374 51	Grand total	$ 869,631 70		
	Liabilities.			
$ 392,100 00	Capital stock	$ 392,100 00		
326,500 00	Funded debt	326,500 00		
	Current liabilities	12,685 23	$ 12,685 23	
104,774 51	Profit and loss	138,346 47	33,571 96	
$ 733,374 51	Grand total	$ 869,631 70		

EMPLOYEES AND SALARIES.

Class.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers, / General office clerks, } A proportion of	15		$ 3,207 96	
	43		432 96	
Station agents	13	4,680	6,320 90	$ 1 35
Other station men	20	7,200	3,463 00	50
Enginemen	2	720	2,151 20	2 98
Firemen	4	1,440	1,143 00	79
Conductors	2	720	1,800 00	2 50
Other trainmen	6	2,160	1,575 24	73
Carpenters	5	1,800	2,925 00	1 62
Section foremen	6	2,160	2,286 00	1 05
Other trackmen	25	9,000	3,546 00	39
Switchmen, flagmen and watchmen	3	1,080	756 00	70
Telegraph operators and dispatchers	1	360	360 00	1 00
All other employees and laborers	2	720	300 00	41
Total (including "General Officers")—N. C.	147		$ 30,267 26	
Distribution of Above:				
General administration			$ 3,640 92	
Maintenance of way and structures			8,757 00	
Conducting transportation			17,869 34	
Total (including "General Officers")—N. C.			30,267 26	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	36,145			
Number of passengers carried one mile	600,969			
Average distance carried	16.6			
Total passenger revenue		17,815	89	
Average amount received from each passenger			49	2
Average receipts per passenger per mile			2	859
Estimated cost of carrying each passenger one mile			5	572
Total passenger earnings		23,486	62	
Passenger earnings per mile of road		355	85	
Passenger earnings per train mile			72	4
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	55,569			
Number of tons carried one mile	1,3 0,784			
Average distance haul of one ton	23.4-10			
Total freight revenue		74,0.8	74	
Average amount received for each ton of freight		1	33	2
Average receipts per ton per mile			5	691
Estimated cost of carrying one ton one mile			3	28
Total freight earnings		74,028	74	
Freight earnings per mile of road		1,121	64	
Freight earnings per train mile		1	97	2
PASSENGER AND FREIGHT:				
Passenger and freight revenue		91,844	63	
Passenger and freight revenue per mile of road		1,391	58	
Passenger and freight earnings		97,515	36	
Passenger and freight earnings per mile of road		1,477	50	
Gross earnings from operation		98,199	26	
Gross earnings from operation per mile of road		1,487	87	
Gross earnings from operation per train mile		1	43	
Expenses		72,880	1	
Expenses per mile of road		1,104	24	
Income from operation		25,319	25	
Income from operation per mile of road		382	11	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	25,980
Miles run by freight trains	18,035
Miles run by mixed trains	26,013
Total mileage trains carning revenue	69,578
Miles run by construction and other trains	1,731
Grand total train mileage	71,709
Mileage of loaded freight cars—north or east	143,968
Mileage of loaded freight cars—south or west	102,552
Mileage of empty freight cars—north or east	90,107
Mileage of empty freight cars—south or west	52,758
Average number of freight cars in train	5.47
Average number of loaded cars in train	3.57
Average number of empty cars in train	1.90

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger, freight, switching and leased	3	2	Westinghouse		
CARS IN PASSENGER SERVICE:					
First-class passenger cars	2	2	Westinghouse	2	Janney.
Second-class passenger cars	1			1	Janney.
Baggage, express, and postal cars	1	1	Westinghouse		
Total	4	3		3	
CARS IN FREIGHT SERVICE:					
Box cars	12			6	Janney.
Flat cars	9			8	Janney.
Total	21			14	
CARS IN COMPANY'S SERVICE:					
Gravel cars	4			1	Janney.
Caboose cars	1				
Other road cars	3			1	Janney.
Total	8			2	
Grand total cars	33	3		19	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Total Mileage Operated.	Rails.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track	64.26	2 13	66.39	8.13	58.26
Miles of yard track and sidings in So. Carolina	2.88	----------	2.88		
Miles of yard track and sidings in No. Carolina	.75	----------	.75		
Total mileage operated (all tracks)	67.89	2.13	70 02	8.13	58.26

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock.		Total Mileage, Excluding Trackage Rights.	Rails.	
	Main Line	Branches and Spurs.		Iron.	Steel.
South Carolina	50.36	1.80	52.16	7.8	44.36
North Carolina	13.90	.33	14.23	.33	13.90
Total mileage operated (single track)	64.26	2.13	66.39	8.13	58.26

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Pine 28,089

Average price at distributing point ..... 30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood—Soft. Cords.	Total fuel Consum'd Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger Freight Switching Construction	2,666	1,333	36,239 35,575 16,700	30
Total	----------	----------	88,514	
Average cost at distributing point	$ 1 80			

Digitized by Google

ACCIDENTS TO PERSONS.

EMPLOYEES:	
Coupling and uncoupling, injured	1
Other causes, injured	1
TRESPASSING:	
Other causes, injured	1
Total	3

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, &c.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
TRESTLES:							
25 feet and over	79	9,443	6	25		941	6
TRESTLES:							
Less than 25 feet	29	530		8		23	

Overhead highway crossings—bridges, 1; height of surface above rail, 16 feet.

Gauge of track, four feet nine inches; 64.26 miles.

Digitized by Google

NORFOLK AND CAROLINA RAILROAD COMPANY.

HISTORY.

The Western Branch Railway Company was chartered by the General Assembly of Virginia February 19, 1886, and the Chowan and Southern Railroad Company was chartered in North Carolina, March 7, 1887, and January 21, 1889, and in Virginia, May, 5, 1887, and January 27, 1888. The main line of the road was completed in the latter part of 1889; road opened April 1, 1890. On February 14, 1839, the name was changed to the Norfolk and Carolina Railroad Company. This company was chartered for the purpose of constructing a railway between Tunis Landing on the Chowan river through the counties of Hertford and Bertie, to some point on the Roanoke river in the county of Bertie, with the privilege of extending its line on the south or west of Roanoke river to any point on the Tar or Neuse rivers, and northwardly to the county of Gates to any point on the Virginia State line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.
Vice-President	H. Walters	Wilmington, N. C.
Secretary	C. G. Elliott	Norfolk, Va.
Treasurer	C. G. Elliott	Norfolk, Va.
Attorney General	W. A. Riach	Wilmington, N. C.
Assistant Auditor	Spencer LeGrand	Norfolk, Va.
General Manager	G. M. Serpell	Norfolk, Va.
Chief Engineer	B. R. Dunn	Wilmington, N. C.
Superintendent Transportation	J. R. Kenly	Wilmington, N. C.
General Freight Agent	T. M. Emerson	Wilmington, N. C.
General Passenger Agent	T. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

1. Norfolk and Carolina Railroad.	
A. Main line—from Pinner's Point, Va, to Tarboro, N. C. (miles)	100.49
B. Big Point Branch—from Bruce, Va., to Big Point and Belleville, Va. (miles)	6.53
Bennett's Pasture Branch—from Driver to Bennett's Pasture, Va. (miles)	1.55
To Seaboard and Roanoke Railroad—from Armistead, Va., to Seaboard and Roanoke Railroad (miles)	1.13
Miles of line for each class of roads	109.70

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total amount issued and outstanding	1,500,000 00
Issued for cash, common—total number of shares issued	550
Issued for construction, common—total number of shares issued	14,450
Total	15,000
Total cash realized	$ 55,000 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bonds. Date of issue, April 1, 1889. When due, April 1, 1939.

Amount of authorized issue	$ 1,500,000
Amount issued	1,320,000
Amount outstanding	1,320,000

Cash realized on amount issued—issued for construction and equipment.

Rate of interest, 5 per cent. When payable, April and October.

Amount interest accrued during year	66,000
Amount interest paid during year	66,000

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 1,320,000 00
Amount outstanding	1,320,000 00
Interest—amount accrued during year	66,000 00
Amount paid during year	66,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 29,268 09
Due from agents	9,361 37
Net traffic balances due from other companies	17,055 68
Due from solvent companies and individuals	3,338 34
Cash deposited to pay coupons	800 00
Balance—current liabilities	86,283 70
Total	$ 146,110 18

LIABILITIES.

Bills payable and accrued interest	$ 109,123 61
Audited vouchers and accounts	25,550 67
Wages and salaries	10,635 90
Matured interest coupons unpaid	800 00
Total	$ 146,110 18

Materials and supplies on hand, charged to expenses.

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment Amount per Mile of Road.		
		To Railroads.	Miles.	Amount.
Capital stock	$ 1,500,000 00	$ 1,500,000 00	109.70	$ 13,673 66
Bonds	1,320,000 00	1,320,000 00	109.70	12,032 82
Total	$ 2,820,000 00	$ 2,820,000 00	109.70	$ 25,706 48

FOR MILES OPERATED.

Norfolk and Carolina—capital stock	$ 1,500,000 00
Funded debt	1,320,000 00
Current liabilities	146,110 18
Total	$ 2,966,110 18
Amount per mile of road (miles 109.70)	27,038 80

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Included in Operating Expenses.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:				
Right-of-way	$ 1,489 74			
Grading and bridge and culvert masonry	945 50			
Rails and fixtures	1,107 11			
Ties	231 28			
Engineering expenses	835 17			
Terminal facilities and elevators	1,870 51			
Track laying	509 65			
Other items	40 67			
Total construction	$ 7,149 63	$ 2,441,074 09	$ 2,441,074 09	$ 22,252 27
EQUIPMENT:				
Locomotives	17,260 00			
Total equipment		476,564 12	476,564 12	4,344 25
Grand total cost construction, equipment, etc	$ 24,379 63	$ 2,917,638 21	$ 2,917,638 21	$ 26,596 52

INCOME ACCOUNT.

Gross earnings from operation	$ 364,027 20	
Less operating expenses	280,577 55	
Income from operation		$ 83,449 65
Miscellaneous income—less expenses		1,490 37
Total income		$ 84,940 02
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 66,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	5,881 20	
Taxes	10,310 57	
Total deductions from income		$ 82,191 77
Net income		$ 2,748 25
Surplus from operations of year ending June 30, 1893		$ 2,748 25
Surplus on June 30, 1892, [From "General Balance Sheet," 1892 Report]		8,606 26
Surplus on June 30, 1893, [For entry on "General Balance Sheet,"]		$ 11,354 51

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 58,925 83		
Less repayments:			
Tickets redeemed		$ 48 27	
Other repayments, refund cash fare		6 05	
Total deductions		$ 54 32	
Total passenger revenue			$ 58,871 51
Mail			6,048 28
Express			3,174 59
Extra baggage and storage			412 76
Other items			75 00
Total passenger earnings			$ 68,582 14
FREIGHT:			
Freight revenue	$ 291,620 73		
Total deductions		$ 685 63	
Total freight revenue			$ 290,935 10
Total freight earnings			290,935 10
Total passenger and freight earnings			$ 359,517 24
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance			1,153 88
Telegraph companies			231 57
Rents not otherwise provided for			3,122 51
Total other earnings			$ 4,509 96
Total gross earnings from operation—entire line			$ 364,027 20

MISCELLANEOUS INCOME.

Interest—net miscellaneous income	$ 47 67
Rent of wharf and warehouse—net miscellaneous income	1,054 17
Rent of rail—net miscellaneous income	293 13
Rent of houses—net miscellaneous income	93 00
Sale of timber—net miscellaneous income	2 40
Total	$ 1,490 37

Digitized by Google

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 17,876 09	$ 21,869 03	$ 39,745 12
Renewals of rails	457 23	559 35	1,016 58
Renewals of ties	2,890 99	3,536 75	6,427 74
Repairs of bridges and culverts	2,738 31	3,349 96	6,088 27
Repairs of fences, road-crossings, signs and cattle guards	424 59	519 43	944 02
Repairs of buildings	1,850 17	2,263 45	4,113 62
Repairs of docks and wharves	240 68	733 08	973 76
Repairs of telegraph	22	28	50
Total	$ 26,478 28	$ 32,831 33	$ 59,309 61
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 3,178 13	$ 23,616 26	$ 26,794 39
Repairs and renewals of passenger cars	2,626 62		2,626 62
Repairs and renewals of freight cars		12,226 81	12,226 81
Repairs and renewals of ferry-boats, tugs, floats and barges	546 59	3,200 37	3,746 96
Shop machinery, tools, etc	130 90	392 72	523 62
Total	$ 6,482 24	$ 39,436 16	$ 45,918 40
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 4,998 40	$ 15,330 95	$ 20,329 35
Fuel for locomotives	9,298 57	18,597 15	27,895 72
Water-supply for locomotives	825 55	1,651 10	2,476 65
All other supplies for locomotives	805 16	985 01	1,790 17
Wages of other trainmen	3,908 63	9,823 13	13,731 76
All other train supplies	966 62	1,182 54	2,149 16
Wages of switchmen, flagmen and watchmen		3,355 42	3,355 42
Expense of telegraph, including train dispatchers and operators	2,060 89	4,121 77	6,182 66
Wages of station agents, clerks and laborers	5,012 85	36,972 97	41,985 82
Station supplies	570 78	1,141 55	1,712 33
Switching charges—balance		1,896 65	1,896 65
Loss and damage	953 15	1,417 14	2,370 29
Injuries to persons	364 50	4,281 49	4,645 99
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	1,292 72	10,803 22	12,095 94
Other expenses	18 57	22 72	41 29
Total	$ 31,076 39	$ 111,582 81	$ 142,659 20

Digitized by Google

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 4,283 91	$ 5,240 81	$ 9,524 72
Salaries of clerks	2,344 54	4,496 63	6,841 17
General office expenses and supplies	658 50	805 59	1,464 09
Agencies, including salaries and rent	1,283 40	402 35	1,685 75
Advertising	880 00	14 80	894 80
Commissions	18 08	32 22	50 30
Insurance	92	3,397 79	3,489 79
Expense of traffic associations	92 98	371 95	464 93
Rents not otherwise provided for		320 53	320 53
Legal expenses	733 42	2,099 46	2,832 88
Stationery and printing	987 14	3,948 54	4,935 68
Other general expenses	83 52	102 18	185 70
Total	$ 11,457 49	$ 21,232 85	$ 32,690 34
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 26,478 28	$ 32,831 33	$ 59,309 61
Maintenance of equipment	6,482 24	39,436 16	45,918 40
Conducting transportation	31,076 39	111,582 81	142,659 20
General expenses	11,457 49	21,232 85	32,690 34
Grand total	$ 75,494 40	$ 205,083 15	$ 280,577 55

Percentage of expenses to earnings - entire line, 77 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892.	Assets.	June 30, 1893.	Year Ending June 30, 1893.	
Total.		Total.	Increase.	Decrease.
$ 2,441,074 09	Cost of road	$ 2,441,074 09		
476,564 12	Cost of equipment	476,561 12		
34,214 97	Cash and current assets	59,828 48	$ 25,581 51	
$ 2,951,883 18	Grand total	$ 2,977,464 69	$ 25,581 51	
	LIABILITIES.			
$ 1,500,000 00	Capital stock	$ 1,500,000 00		
1,320,000 00	Funded debt	1,320,000 00		
123,276 92	Current liabilities	146,110 18	$ 22,833 26	
8,606 26	Profit and loss	11,354 51	2,748 25	
$ 2,951,883 18	Grand total	$ 2,977,464 69	$ 25,581 51	

Digitized by Google

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage bonds. What road mortgaged—From Pinner's Point and Branches to Tarboro, 109.70 miles. Amount of mortgage per mile $12,032.82.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	9	2,817	$ 11,099 72	$ 5 07
General office clerks	12	3,104	6,833 67	2 20
Station agents	15	4,258	9,440 49	2 22
Other station men	127	28,307	33,810 29	1 17
Enginemen	17	4,798	17,445 95	3 64
Firemen	22	4,679	4,725 01	1 01
Conductors	11	3,432	9,142 08	2 66
Other trainmen	31	7,686	8,098 47	1 05
Machinists	2	636	1,655 40	2 60
Carpenters	6	1,643	3,120 04	1 90
Other shopmen	24	6,262	8,242 14	1 32
Section foremen	15	4,819	7,657 95	1 59
Other trackmen	133	34,313	28,174 76	82
Switchmen, flagmen, and watchmen	14	4,392	4,579 96	1 04
Telegraph operators and dispatchers	7	1,868	2,869 33	1 54
Employees—account floating equipment	19	4,799	8,142 34	1 70
All other employees and laborers	7	2,331	2,519 60	1 08
Total (including "General Officers")	471	120,144	$ 167,057 20	$ 1 40
Less "General Officers"	9	2,817	11,099 72	5 07
Total (excluding "General Officers")	462	117,327	$ 155,957 48	$ 1 33
DISTRIBUTION OF ABOVE:				
General administration	24	6,800	$ 19,258 89	$ 2 81
Maintenance of way and structures	162	43,382	42,723 48	98
Maintenance of equipment	26	7,045	10,092 59	1 43
Conducting transportation	259	62,857	91,982 24	1 51
Total (including "General Officers")	471	120,144	167,057 20	1 40
Less "General Officers"	9	2,817	11,099 72	5 07
Total (excluding "General Officers")	462	117,327	155,957 48	1 33

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	674,92			
Number of passengers carried one mile	2,307,513			
Average distance carried	34			
Total passenger revenue		58,871	51	
Average amount received from each passenger			87	227
Average receipts per passenger per mile			2	551
Estimated cost of carrying each passenger one mile			3	272
Total passenger earnings		68,582	14	
Passenger earnings per mile of road		625	17	903
Passenger earnings per train mile			51	815
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	284,576			
Number of tons carried one mile	20,471,299			
Average distance haul of one ton	72			
Total freight revenue		290,935	10	
Average amount received for each ton of freight		1	2	231
Average receipts per ton per mile			1	421
Estimated cost of carrying one ton one mile			1	1
Total freight earnings		290,935	10	
Freight earnings per mile of road		2,652	9	754
Freight earnings per train mile		1	79	674
PASSENGER AND FREIGHT:				
Passenger and freight revenue		349,806	61	
Passenger and freight revenue per mile of road		3,188	75	670
Passenger and freight earnings		359,517	24	
Passenger and freight earnings per mile of road		3,277	27	657
Gross earnings from operation		364,027	20	
Gross earnings from operation per mile of road		3,318	38	833
Gross earnings from operation per train mile		1	23	700
Expenses		280,577	55	
Expenses per mile of road		2,557	68	49
Income from operation		83,449	65	
Income from operation per mile of road		760	70	784

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	132,359
Miles run by freight trains	161,924
Total mileage trains earning revenue	294,283
Miles run by switching trains	18,260
Miles run by construction and other trains	15,928
Grand total train mileage	328,471
Mileage of loaded freight cars—north or east	1,758,095
Mileage of loaded freight cars—south or west	678,608
Mileage of empty freight cars—north or east	46,124
Mileage of empty freight cars—south or west	1,348,896
Average number of freight cars in train	22
Average number of loaded cars in train	14
Average number of empty cars in train	8
Average number of tons of freight in train	128
Average number of tons of freight in each loaded car	9

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
LOCOMOTIVES:						
Passenger		3	3	Westinghouse	3	Janney.
Freight	2	12	10	Westinghouse	10	Janney.
Switching		1	1	Westinghouse		
Total locomotives	2	16	14		13	
CARS IN PASSENGER SERVICE:						
First-class passenger cars		4	4	Westinghouse	4	Janney.
Combination passenger cars		1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars		2	2	Westinghouse	2	Janney.
Total		7	7		7	
CARS IN FREIGHT SERVICE:						
Box cars		183	108	Westinghouse	175	Janney.
Flat cars		118	2	Westinghouse	104	Janney.
Other cars (log)		184				
Total		485	105		279	
CARS IN COMPANY'S SERVICE:						
Gravel cars		10			9	Janney.
Derrick cars (wreck)		1				
Caboose cars		7				
Other road cars (shanty)		9				
Total		27			9	
Grand total cars		519	112		295	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Total Mileage Operat'd	New Line Constructed during year.	Rails
	Main Line.	Branch's and Spurs.			Steel.
Miles of single track	100.49	9.21	109.70		109.70
Miles of yard track and sidings	12.57		12.57	2.72	12.57
Total mileage operated (all tracks)	113.09	9.21	122.27	2.72	122.27

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock.		Total Mileage, Excluding Trackage Rights.	Rails.
	Main Line.	Branches and Spurs.		Steel.
North Carolina	66.11		66.11	66.11
Virginia	34.38	9.21	43.59	43.59
Total mileage operated.	100.49	9.21	109.70	109 70

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Pine	15,260
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	3,888	66	3,921	150,148	52.22
Freight	7,535	152	7,611	191,398	79.53
Switching	936	22	947	18,260	103.72
Construction	420	48	444	15,928	55.75
Total	12,779	288	12,923	375,734	68.79
Average price at distributing points	$ 2 53				

ACCIDENTS TO PERSONS.

Employees:	
Coupling and uncoupling—injured	1
Passengers:	
Trespassing—injured	2
Total	3

Digitized by Google

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Pinner's Point	Tarboro	100.49	22	7.07	93.42	39.59
Armistead	Seaboard and R. R. R.	1.13	2	.42	.71	.39
Bruce	Pig Point and Belleville	6.53	10	1.66	4.87	1.91
Driver	Bennett's Pasture	1.55	1	.32	1.23	.51
Total		109.70	35	9.47	100.23	42.40

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		ASCENDING GRADES.			DESCENDING GRADES.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descend'g Grades. Miles.
Pinner's Point	Tarboro	64	494.16	32.12	64	426.56	28.78
Armistead	Seaboard and R. R. R.	2	4.	.74			
Bruce	Pig Pt. and Belleville	9	24.2	2.77	7	19.05	1.85
Driver	Bennett's Pasture	2	6.	.40	2	5.2	.64
Total		77	528.36	36.03	73	450.81	31.27

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron	7	1,313		50		455	
TRESTLES:							
25 feet and over	56	15,187	1	31		3,033	6
Less than 25 feet	11	108	6	8		14	

Overhead highway crossings—bridges, 1; height above surface of rail, 25 feet 5 inches.

Gauge of track, four feet nine inches; 109.70 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY.

Miles of line 101
Miles of wire 105.5
Name of owner—Western Union Telegraph Company.

Digitized by Google

PETERSBURG RAILROAD COMPANY.

HISTORY.

The Petersburg Railroad Company was organized 1830, under laws of Virginia and North Carolina.

Original charter granted by Act of the General Assembly of the State of Virginia, passed February 10, 1830, and by the General Assembly of the State of North Carolina at its session of 1830. Amendatory Acts were passed by the Legislature of Virginia as follows: 1830, 1831, 1832, 1833, 1834, 1836, 1840 and 1843.

The charter expired by limitation in 1891. A renewal of the same was granted by the Legislature for two years, by Act ratified the 9th day of March, 1891. The Legislature refused to renew for a longer period than two years, because the Wilmington and Weldon Railroad Company claims exemption from taxation, not only for its main line, but for its branch roads as well, and had, in the meantime, become the owner by lease of the Petersburg Road. This right of exemption from taxation was not acquiesced in by the Legislature, and suits are now pending to subject the branch roads to taxation. In the meantime the Legislature, for these reasons, thought it wise to renew the charter for only a short period.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.
First Vice-President	H. Walters	Wilmington, N. C.
Secretary-Treasurer	W. R. Jones	Richmond, Va.
General Solicitor, Attorney, or General Counsel	Alexander Hamilton	Petersburg, Va.
General Auditor	W. A. Riach	Wilmington, N. C.
Assistant Auditor	R. A. Williams	Richmond, Va.
General Manager	J. R. Kenly	Wilmington, N. C.
General Superintendent	E. T. D. Myers	Richmond, Va.
Superintendent	R. M. Sully	Richmond, Va.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen. Freight and Pass. Agent	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Petersburg Railroad Company—from Petersburg, Va., to Garysburg, N. C. (miles)	58.44
Seaboard and Roanoke Railroad Co.—from Garysburg, N. C., to Weldon, N. C. (miles)	2.00
Total	60.44

Digitized by Google

CAPITAL STOCK.

Description.	Number of Shares Authorz'd	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital stock—common	10,000	$ 100 00	$ 1,000,000 00	$ 960,800 00	6	$ 57,648 00
Preferred	3,235	100 00	323,500 00	323,500 00	6	19,410 00
Total	18,235		$ 1,323,500 00	$ 1,284,300 00		$ 77,058 00

Manner of Payment for Capital Stock.	Total Number of Shares.	Total Cash Realized.
Issued for cash—common	9,608	$ 960,800 00
Preferred	3,235	323,500 00
Total	12,843	$ 1,284,300 00

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Coupon and Registered bonds—1st mortgage	1861	1898		$ 500,000 00	$ 125,000 000	
Class A	1882	1926	$ 1,000,000 00	693,000 00	693,000 00	$ 693,000 00
Class B	1881	1926	1,000,000 00	800,000 00	800,000 00	800,000 00
Grand total			$ 2,000,000 00	$ 1,993,000 00	$ 1,618,000 00	$ 1,493,000 00

Class or Bond of Obligation.	Interest.			
	Rate per Cent.	When Pay'ble	Amount Accrued During Year.	Amount Paid During Year.
Coupon and Registered bonds—1st Mortgage	8	Jan. & July.	$ 10,920 00	$ 10,920 00
Class A	5	Jan. & July.	34,650 00	34,650 00
Class B	6	April & Oct.	48,000 00	48,000 00
Grand total			$ 93,570 00	$ 93,570 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 1,993,000 00
Amount outstanding	1,618,000 00
Amount of interest accrued during year	93,570 00
Amount paid during year	93,570 00

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$	82,124 96
Bills receivable		39,965 00
Due from agents		2,867 61
Net traffic balances due from other companies		68,933 26
Due from solvent companies and individuals		8,477 29
Other cash assets		754 00
Total	$	203,122 12

LIABILITIES.

Audited vouchers and accounts	$	46,113 32
Wages and salaries		10,673 53
Dividends not called for		42,645 00
Matured interest coupons unpaid		26,045 00
Miscellaneous		773 60
Balance—cash assets		76,871 67
Total	$	203,122 12

Materials and supplies on hand, $3,753.96.

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF ROAD.	
		To Railroads.	Miles.	Amount.
Capital stock	$ 960,800 00	$ 960,800 00	59	$ 16,284 75
Bonds	1,618,000 00	1,618,000 00	59	27,423 72
Total	$ 2,578,800 00	$ 2,578,800 00		$ 43,708 47

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Right-of-way—not included in operating expenses	$	937 50

EQUIPMENT:

Locomotives—included in operating expenses		8,480 00
Freight cars—included in operating expenses		18,975 00
Total equipment	$	27,455 00
Grand total cost construction, equipment, etc., to June 30, 1892		3,082,953 30
Grand total cost construction, equipment, etc., to June 30, 1893		3,083,890 80
Grand total cost construction, equipment, etc., per mile		52,269 30

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 542,679 89	
Less operating expenses	334,024 33	
Income from operation		$ 208,655 56
Dividends on stocks owned	$ 5,350 50	
Miscellaneous income—less expenses	1,714 55	
Income from other sources		7,065 05
Total income		$ 215,720 61
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 93,570 00	
Taxes	13,319 89	
Other deductions	23,601 91	
Total deductions from income		130,491 80
Net income		$ 85,228 81
Dividends, 6 per cent., common stock	$ 57,648 00	
Dividends, 6 per cent., preferred stock	19,410 00	
Total		77,058 00
Surplus from operations of year ending June 30, 1893		$ 8,170 81
Surplus on June 30, 1892, [From "General Balance Sheet," 1892 Report]		291,263 43
Surplus on June 30, 1893, [For entry on "General Balance Sheet,"]		$ 313,115 34

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 134,513 21		
Less repayments:			
Tickets redeemed, excess fares refunded, other repayments		$ 465 59	
Total deductions		$ 465 59	
Total passenger revenue			$ 134,047 62
Mail			33,909 16
Express			16,188 68
Extra baggage and storage			940 98
Total passenger earnings			$ 185,081 44
FREIGHT:			
Freight revenue	$ 365,158 91		
Less repayments:			
Overcharge to shippers, other repayments		$ 8,348 82	
Total deductions		$ 8,348 82	
Total freight revenue			$ 356,810 09
Total freight earnings			$ 356,810 09
Total passenger and freight earnings			$ 541,891 53
OTHER EARNINGS FROM OPERATION:			
Telegraph companies	$ 488 36		
Other sources	300 00		
Total other earnings			788 36
Total gross earnings from operation—entire line			$ 542,679 89

STOCKS OWNED.

Atlantic Coast-Line Sleeping Car Trust—total par value	$ 26,100 00
Income or dividend received	5,350 50

MISCELLANEOUS INCOME.

Interest, etc.	$ 1,714 55

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 9,603 50	$ 17,679 15	$ 27,282 65
Renewals of rails	6,538 28	12,036 37	18,574 65
Renewals of ties	3,080 92	5,671 68	8,752 60
Repairs of bridges and culverts	656 43	1,208 43	1,864 86
Repairs of fences, road-crossings, signs, and cattle guards	270 92	498 73	769 65
Repairs of buildings	1,479 56	2,723 73	4,203 29
Other expenses	35	65	1 00
Total	$ 21,629 96	$ 39,818 74	$ 61,448 70
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 8,036 54	$ 14,794 55	$ 22,831 09
Repairs and renewals of passenger cars	4,275 31		4,275 31
Repairs and renewals of freight cars		34,886 25	34,886 25
Shop machinery, tools, etc.	692 54	1,274 91	1,967 45
Other expenses	37	68	1 05
Total	$ 13,004 76	$ 50,456 39	$ 63,461 15
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen, and roundhousemen	$ 6,928 02	$ 20,368 61	$ 27,296 63
Fuel for locomotives	12,289 73	22,624 28	34,914 01
Water-supply for locomotives	543 90	1,001 28	1,545 18
All other supplies for locomotives	1,325 28	2,439 71	3,764 99
Wages of other trainmen	6,004 13	13,857 48	19,861 91
All other train supplies	2,341 61	4,310 68	6,652 29
Wages of switchmen, flagmen, and watchmen	2,835 17	5,219 30	8,054 47
Expenses of telegraph, including train dispatchers and operators	3,177 70	5,849 84	9,027 54
Wages of station agents, clerks, and laborers	5,834 28	10,740 38	16,474 66
Station supplies	682 33	1,256 12	1,938 45
Car mileage—balance	7,289 47	13,419 30	20,708 77
Loss and damage	716 88	1,976 98	2,693 86
Injuries to persons	815 65	647 65	1,463 30
Other expenses	235 93	434 30	670 23
Total	$ 51,020 08	$ 104,145 91	$ 155,165 99

Digitized by Google

OPERATING EXPENSES—Continued.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 2,684 65	$ 4,942 20	$ 7,626 85
Salaries of clerks	1,507 18	2,774 60	4,281 78
General office expenses and supplies	377 82	695 54	1,073 36
Agencies, including salaries and rent	1,138 00	164 60	1,302 60
Advertising	1,340 86	3 00	1,343 86
Commissions		4,140 93	4,140 93
Insurance	386 70	711 89	1,098 59
Expense of traffic associations	2,495 96	2,206 06	4,702 02
Expense of stock yards and elevators		694 00	694 00
Rents for tracks, yards and terminals	2,625 00	2,625 00	5,250 00
Rents not otherwise provided for	1,336 21	15,612 92	16,949 13
Legal expenses	345 46	635 96	981 42
Stationery and printing	1,381 24	2,542 73	3,923 97
Other general expenses	204 15	375 83	579 98
Total	$ 15,823 23	$ 38,125 26	$ 53,948 49
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 21,629 96	$ 39,818 74	$ 61,448 70
Maintenance of equipment	13,004 76	50,456 39	63,461 15
Conducting transportation	51,020 08	104,145 91	155,165 99
General expenses	15,823 23	38,125 26	53,948 49
Grand total	$ 101,478 03	$ 232,546 30	$ 334,024 33

Percentage of expenses to earnings—entire line, 61.5 per cent.

RENTALS PAID.

FOR LEASE OF OTHER PROPERTY.

Tracks and bridge—Situated, from Garysburg to Weldon; owned by Seaboard and Roanoke Railroad Company, $5,250.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.
$ 3,082,953 30	Cost of road and Cost of equipment	$ 3,083,890 80
54,256 95	Stocks owned	26,100 00
	Other permanent investments	2,947 00
196,440 40	Cash and current assets	203,122 12
	OTHER ASSETS:	
	Materials and supplies	3,753 96
$ 3,333,650 65	Grand total	$ 3,319,813 88
	LIABILITIES.	
$ 1,284,300 00	Capital stock	$ 1,284,300 00
1,642,000 00	Funded debt	1,618,000 00
124,258 03	Current liabilities	126,250 45
283,092 62	Profit and loss	291,263 43
$ 3,333,650 65	Grand total	$ 3,319,813 88

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—(Registered) Classes A and B. What road mortgaged—from Petersburg to Garysburg, 59 miles. Amount of mortgage per mile of line, $27,423.72. What equipment mortgaged—railroad properties. What income mortgaged—revenues and franchises.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.
General officers	10		$ 7,626 85
General office clerks	13		4,281 78
Station agents	9	3,285	4,777 40
Other station men	9	3,279	5,770 63
Enginemen	13	4,645	18,778 11
Firemen	15	5,338	5,316 48
Conductors	10	3,550	9,118 69
Other trainmen	32	11,651	10,732 92
Machinists	5	1,786	4,941 23
Carpenters	6	1,987	4,245 14
Other shopmen	7	2,304	4,102 42
Section foremen	8	2,920	3,960 00
Other trackmen	8	2,332	4,183 15
Switchmen, flagmen and watchmen	25	9,191	8,009 47
Telegraph operators and dispatchers	15	5,205	8,822 21
All other employees and laborers	109	39,730	34,135 90
Total (including "General Officers")	294		$ 138,802 38
Less "General Officers"	10		7,626 85
Total (excluding "General Officers")	284		$ 131,175 53
DISTRIBUTION OF ABOVE:			
General administration	23		$ 11,908 63
Maintenance of way and structures	77		26,014 79
Maintenance of equipment	31		18,498 84
Conducting transportation	163		82,380 12
Total (including "General Officers")—entire line	294		$ 138,802 38

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	95,695			
Number of passengers carried one mile	4,966,530			
Average distance carried	52			
Total passenger revenue		134,047	62	
Average amount received from each passenger		1	40	78
Average receipts per passenger per mile			2	699
Estimated cost of carrying each passenger one mile			2	44
Total passenger earnings		185,081	44	
Passenger earnings per mile of road		3,134	12	196
Passenger earnings per train mile		1	56	5
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	465,578			
Number of tons carried one mile	25,723,785			
Average distance haul of one ton	55			
Total freight revenue		356,810	9	
Average amount received for each ton of freight			76	638
Average receipts per ton per mile			1	387
Estimated cost of carrying one ton one mile				904
Total freight earnings		356,810	9	
Freight earnings per mile of road		5,849	34	574
Freight earnings per train mile		1	63	831
PASSENGER AND FREIGHT:				
Passenger and freight revenue		490,857	71	
Passenger and freight revenue per mile of road		8,046	84	771
Passenger and freight earnings		541,891	53	
Passenger and freight earnings per mile of road		8,883	46	771
Gross earnings from operation		542,880	75	
Gross earnings from operation per mile of road		8,899	68	443
Gross earnings from operation per train mile		334,024	33	
Expenses		5,475	80	869

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	118,638
Miles run by freight trains	217,791
Total mileage trains earning revenue	336,429
Miles run by switching trains	51,980
Miles run by construction and other trains	12,973
Grand total train mileage	401,382
Mileage of loaded freight cars—north or east	1,487,891
Mileage of loaded freight cars—south or west	1,188,607
Mileage of empty freight cars—north or east	810,487
Mileage of empty freight cars—south or west	650,715
Average number of freight cars in train	16.6
Average number of loaded cars in train	12.2
Average number of empty cars in train	4.4
Average number of tons of freight in train	118.1
Average number of tons of freight in each loaded car	9.7

Digitized by Google

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	Kind.
LOCOMOTIVES:						
Passenger		4	4	W.H. Air-Br'k	4	Janney.
Freight		7	7	W.H. Air Br'k	7	Janney.
Switching	1	3	4	W.H. Air-Br'k	4	Janney.
Total locomotives	1	14				
CARS IN PASSENGER SERVICE:						
First-class passenger cars		2	2	W.H. Air-Br'k	2	Janney.
Second-class passenger cars		2	2	W.H. Air-Br'k	2	Janney.
Baggage, express, and postal cars		3	3	W.H. Air-Br'k	3	Janney.
Total		7				
CARS IN FREIGHT SERVICE:						
Box cars		116	46	W.H. Air-Br'k	1	Link.
			70	Hand.	115	Janney.
Flat cars		77	77	Hand.	54	Janney.
					23	Link.
Stock cars		4	3	Hand.	4	Janney.
			1	W.H. Air-Br'k		
Other cars		7	3	W.H. Air-Br'k	3	Link.
			4	Hand.	4	Autom'tic
Total		204				
CARS IN COMPANY'S SERVICE:						
Gravel cars		10	10	Hand.	1	Janney.
					9	Link.
Caboose cars		4	4	Hand	4	Link.
Other road cars		1	1	Hand.	1	Link.
Total		15				
Cars contributed to fast freight line service	23	88	71	Air-Brake.	88	Janney.
			17	Hand.		
Total cars owned		314				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line—miles of single track	58.989
Miles of yard track and sidings	8.89
Total mileage operated (all tracks)—main line	67.879
Line operated under contract, etc.—miles of single track	7
Rails—iron, miles of single track	3.89
Rails—steel, miles of single track	58.989
Rails, steel—miles of yard track and sidings	5
Total mileage rails, steel	63.989

MILEAGE OF LINE BY STATES.

Virginia, line represented by capital stock—main line	52
North Carolina, line represented by capital stock—main line	6.989
Total mileage operated (single track)	58.989

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:	
Steel, tons	550
Weight per yard, pounds	70
NEW TIES LAID DURING YEAR:	
White-oak	17,257
Average price at distributing point	36 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Total fuel Consum'd Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	3,762.83	119,050	70.8
Freight	6,919.56	218,924	70.0
Switching	1,642.94	51,980	70.8
Construction	410.04	12,973	70 8
Total	12,735.37	402,927	

Digitized by Google

CHARACTERISTICS OF ROAD.

From Petersburg to Garysburg, miles	58.44
Alignment—number of curves	42
Aggregate length of curved line, miles	17.275
Length of straight line, miles	41.714
Profile—length of level lines, miles	5.147
Ascending grades—number	78
Sum of ascents, feet	489.55
Aggregate length of ascending grades, miles	21.981
Descending grades—number	63
Sum of descents, feet	352.88
Aggregate length of descending grades, miles	28.861

BRIDGES, TRESTLES, &c.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
Bridges:							
Iron	7	769	6	30		315	6
Wooden	1	80		80		80	
Total	8	849	6				
Trestles	4	539		65		130	

Overhead highway crossings, 1; height of surface above rail, 18 feet.

Gauge of track, four feet nine inches; 58.989 miles.

Digitized by Google

WILMINGTON, CHADBOURN AND CONWAY RAILROAD COMPANY.

HISTORY.

The Wilmington, Chadbourn and Conway Railroad Company was organized January 31st, 1883, under the laws of the States of North Carolina and South Carolina. Consolidated with the Wilmington, Chadbourn and Conway Railroad Company of South Carolina, April 27th, 1887. No limitation as to duration of charter.

The purpose of this company was to construct a road from Chadbourn in the county of Columbus to the dividing line between the States of North Carolina and South Carolina running mainly in the direction of Conwayboro in South Carolina.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.,
Vice-President	H. Walters	Wilmington, N. C.
Secretary-Treasurer	Jas. F. Post Jr	Wilmington, N. C.
Auditor General	W. A. Riach	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Superintendent of Telegraph	Ed. Borden	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Assistant General Freight Agent	H. M. Emerson	Wilmington, N. C.
Assistant General Passenger Agent	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Chadbourn and Conway, from Hub to Conway, N. C., 50.88 miles.

CAPITAL STOCK.

Capital stock—number of shares authorized	2,562
Par value of shares	$ 25 00
Total par value authorized	164,050 00
Total amount issued and outstanding	164,050 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage 30-year bonds. Date of issue, 1890. When due, 1920.

Amount of authorized issue	$ 212,000 00
Amount issued	212,000 00
Amount outstanding	212,000 00

Rate of interest, 6 per cent. When payable, January and July.

Amount interest accrued during year	12,720 00
Amount interest paid during year	4,320 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$	212,000 00
Amount outstanding		212,000 00
Interest—amount accrued during year		12,720 00
Amount paid during year		4,320 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$	746 60
Due from agents		249 36
Net traffic balances due from other companies		30 77
Balance—current liabilities		40,564 37
Total	$	41,591 10

LIABILITIES.

Loans and bills payable		27,917 37
Wages and salaries		1,101 32
Matured interest coupons unpaid		10,440 00
Miscellaneous (interest bills payable)		2,129 41
Total	$	41,591 10

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$	164,050 00
Bonds—total amount outstanding		212,000 00
Current liabilities—total amount outstanding		41,591 10
Total	$	417,641 10
Capital stock—amount per mile of road (50.88 miles)		3,224 25
Bonds—amount per mile of road		4,166 66
Equipment trust obligations—amount per mile of road		817 43
Total	$	8,208 34

FOR MILEAGE OPERATED.

Wilmington, Chadbourn and Conway Road—capital stock	$	164,050 00
Funded debt		212,000 00
Current liabilities		41,591 10
Total	$	417,641 10
Amount per mile of road (50.88 miles)		8,208 34

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost construction to June 30, 1893	$	575,226 24
Total cost equipment to June 30, 1893		25,206 98
Grand total cost construction, equipment, etc., to June 30, 1893		400,403 22

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 26,124 37	
Less operating expenses	23,010 20	
Income from operation		$ 3,114 17
Total income		$ 3,114 17
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 12,720 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	2,129 41	
Taxes	2,176 88	
Total deductions from income		17,025 79
Deficit		$ 13,911 62
Deficit from operations of year ending June 30, 1893		13,911 62
Surplus on June 30, 1892, [From "General Balance Sheet"]		$ 1,122 59
Deficit on June 30, 1893, [For entry on "General Balance Sheet,"]		$ 12,789 03

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 4,465 22		
Less repayments:			
Tickets redeemed		$ 6 56	
Total deductions		$ 6 56	
Total passenger revenue			$ 4,458 66
Mail			2,698 03
Express			182 83
Extra baggage and storage			36 81
Other items			61 25
Total passenger earnings			$ 7,437 78
FREIGHT:			
Freight revenue	$ 18,405 29		
Total deductions		$ 12 14	
Total freight revenue			$ 18,393 15
Total freight earnings			$ 18,393 15
Total passenger and freight earnings			$ 25,830 73
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance			293 64
Total other earnings			$ 293 64
Total gross earnings from operation—entire line			$ 26,124 37

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 2,440 74	$ 4,881 47	$ 7,322 71
Renewals of rails	1,071 91	2,143 82	3,215 73
Renewals of ties	320 27	640 53	980 80
Repairs of bridges and culverts	151 30	302 60	453 90
Repairs of fences, road-crossings, signs and cattle guards	6 78	13 55	20 33
Repairs of buildings	257 04	514 07	771 11
Total	$ 4,248 04	$ 8,496 04	$ 12,744 08
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 292 53	$ 585 06	$ 877 59
Repairs and renewals of passenger cars	397 23	----------	397 23
Repairs and renewals of freight cars	----------	771 34	771 34
Total	$ 689 76	$ 1,356 40	$ 2,046 16
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 395 27	$ 1,231 55	$ 1,626 82
Fuel for locomotives	383 25	766 50	1,149 75
Water-supply for locomotives	31 20	62 40	93 60
All other supplies for locomotives	47 09	94 19	141 28
Wages of other trainmen	336 48	1,009 42	1,345 90
All other train supplies	31 91	63 82	95 73
Expense of telegraph, including train dispatchers and operators	260 55	521 09	781 64
Wages of station agents, clerks and laborers	594 41	1,188 84	1,783 25
Station supplies	7 00	14 50	21 50
Loss and damage	62 15	222 22	284 37
Other expenses	2 39	4 80	7 19
Total	$ 2,151 70	$ 5,179 33	$ 7,331 03
GENERAL EXPENSES:			
Salaries of clerks	$ 150 97	$ 301 93	$ 452 90
General office expenses and supplies	1 10	2 20	3 30
Insurance	20 76	41 52	62 28
Rents for tracks, yards and terminals	18 00	54 00	72 00
Legal expenses	2 83	5 66	8 49
Stationery and printing	94 32	188 64	282 96
Other general expenses	2 33	4 67	7 00
Total	$ 290 31	$ 598 62	$ 888 93

Digitized by Google

OPERATING EXPENSES—Continued.

ITEMS.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 4,218 04	$ 8,493 01	$ 12,744 08
Maintenance of equipment	689 76	1,356 40	2,046 16
Conducting transportation	2,151 70	5,179 33	7,331 03
General expenses	290 31	598 62	888 93
Grand total	$ 7,379 81	$ 15,630 39	$ 23,010 20

Percentage of expenses to earnings, 88 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.	ASSETS.	JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
Total.		Total.	Increase.	Decrease.
$ 375,226 24	Cost of road	$ 375,226 24		
25,206 98	Cost of equipment	25,206 98		
3,392 12	Lands owned, and property	3,392 12		
	Profit and loss	12,789 03	$ 12,789 03	
$ 403,825 34	Grand total	$ 416,614 37	$ 12,789 03	
	LIABILITIES.			
$ 164,050 00	Capital stock	$ 164,050 00		
212,000 00	Funded debt	212,000 00		
26,652 75	Current liabilities	40,564 37	$ 13,911 62	
1,122 59	Profit and loss			$ 1,122 59
$ 403,825 34	Grand total	$ 416,614 37		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage bonds. What road mortgaged—from Conway to Hub (50.88 miles). Amount of mortgage per mile of line—$4,166.66.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General office clerks	1	365	$ 480 00	$ 1 31
Station agents	6	2,160	2,400 00	1 16
Enginemen	1	360	1,140 00	3 16
Firemen	1	330	360 00	1 00
Conductors	1	330	600 00	1 66
Other trainmen	3	1,080	720 00	66
Carpenters	6	2,160	2,160 00	1 00
Section foremen	6	2,160	2,160 00	1 00
Other trackmen	24	9,240	5,760 00	62
Total (including "General Officers,")	49	18,245	$ 15,780 00	86
DISTRIBUTION OF ABOVE:				
General administration	1	365	$ 480 00	$ 1 16
Maintenance of way and structures	36	13,560	10,080 00	74
Conducting transportation	12	4,320	5,220 00	1 21
Total (including "General Officers,")	49	18,245	$ 15,780 00	$ 86

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Total passenger revenue		4,465	22	
Total passenger earnings		7,437	38	
Passenger earnings per mile of road		146	18	
Passenger earnings per train mile			78	
FREIGHT TRAFFIC:				
Total freight revenue		18,405	29	
Total freight earnings		18,393	15	
Freight earnings per mile of road		361	50	
Freight earnings per train mile			64	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		22,870	51	
Passenger and freight revenue per mile of road		449	49	
Passenger and freight earnings		25,830	73	
Passenger and freight earnings per mile of road		507	68	
Gross earnings from operation		26,124	27	
Gross earnings from operation per mile of road		513	45	
Gross earnings from operation per train mile			69	
Expenses		23,010	20	
Expenses per mile of road		452	24	
Income from operation		3,114	17	
Income from operation per mile of road		61	21	
TRAIN MILEAGE:				
Miles run by mixed trains	37,927			
Miles run by construction and other trains	363			
Grand total train mileage	38,290			
Mileage of loaded freight cars—north or east	25,808			
Mileage of loaded freight cars—south or west	31,630			
Mileage of empty freight cars—north or east	15,223			
Mileage of empty freight cars—south or west	10,648			
Average number of freight cars in train	3.40			
Average number of loaded cars in train	1.85			
Average number of empty cars in train	1.55			

Digitized by Google

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
LOCOMOTIVES:						
Passenger, freight, switching and leased		2				
CARS IN PASSENGER SERVICE:						
First-class passenger cars		2	2	Westinghouse	2	Janney.
Second-class passenger cars		1	1	Westinghouse	1	Janney.
Total		3	3		3	
CARS IN FREIGHT SERVICE:						
Flat cars	2	11			4	Janney.
CARS IN COMPANY'S SERVICE:						
Other road cars		1				
Grand total cars	2	15	3		7	

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track	50.84	.39	51.27	30.89	20.38
Miles of yard track and sidings			1 80		
Miles of yard track and sidings in So. Carolina	.72				
Miles of yard track and sidings in No. Carolina	1.08				
Total mileage operated (all tracks)			53 07	30.89	20.38

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
North Carolina	25.88	.39	26.27	13.89	12.38
South Carolina	25.00		25.00	17.00	8.00
Total mileage operated (single track)	50.88	.39	51.27	30.89	20.38

Digitized by Google

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:	
Steel—tons	321.04
Weight per yard	45 lbs.
Average price per ton at distributing point	$ 25 00
NEW TIES LAID DURING YEAR:	
Pine	9,632
Average price at distributing point	15 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction—wood, s >ft. cords	630
Total fuel consumed—tons	330
Miles run	16,500
Average pounds consumed per mile	40
Average cost at distributing point—estimated	$ 1 40

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—twenty-five feet and over, number	33
Aggregate length, feet	4,547
Minimum length, feet	25
Maximum length, feet	874
Trestles—less than twenty-five feet, number	32
Aggregate length, feet	604.5
Minimum length, feet	12
Maximum length, feet	24

Gauge of track, four feet nine inches; miles, 50.84.

Digitized by Google

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD COMPANY.

HISTORY.

The Wilmington, Columbia and Augusta Railroad Company was organized January, 1847, under the laws of the States of North and South Carolina.

Re-organized March 1, 1870, under the name of the Wilmington and Carolina Railroad Company, which was changed to Wilmington, Columbia and Augusta Railroad Company.

On June 1, 1885, the Wilmington, Columbia and Augusta Railroad was leased to the Wilmington and Weldon Railroad Company for ninety-nine years.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.
Vice-President	H. Walters	Wilmington, N. C.
Secretary-Treasurer	James F. Post, Jr	Wilmington, N. C.
General Auditor	W. A. Riach	Wilmington, N. C.
Assistant Auditor	John R. Latta	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Superintendent of Telegraph and Transportation	Ed. Borden	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen'l Freight and Pass. Agent	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Columbia and Augusta Railroad from Wilmington to Columbia, 192 miles.

PROPERTY LEASED.

The Wilmington, Columbia and Augusta Railroad Company is leased to the Wilmington and Weldon Railroad Company, but the business is carried on entirely as a separate company, and all transactions are so set forth in this report.

CAPITAL STOCK.

Capital stock, common—number of shares authorized		9,000
Par value of shares	$	100 00
Total par value authorized		960,000 00
Rate of interest 6 per cent.		
Dividends declared during year—amount		57,600 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, Dec., 1877. When due, June, 1910.

Amount of authorized issue	$ 1,600,000 00
Amount issued	1,600,000 00
Amount outstanding	1,600,000 00
Rate of interest 6 per cent., payable June and December.	
Amount accrued during year	96,000 00
Amount paid during year	96,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 1,600,000 00
Amount outstanding	1,600,000 00
Amount interest paid during year	96,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 35,529 79
Due from agents	8,467 26
Net traffic balances due from other companies	15,707 76
Due from solvent companies and individuals	16,599 33
Other cash assets	1,670 82
Total	$ 77,974 96

LIABILITIES.

Audited vouchers and accounts	20,698 68
Wages and salaries	28,677 28
Dividends not called for	1,044 00
Matured interest coupons unpaid	27,555 00
Total	$ 77,974 96

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment To Railroads.	Amount per Mile of Road. Miles.	Amount.
Capital stock	$ 960,000 00	$ 960,000 00	192	$ 5,000 00
Bonds	1,600,000 00	1,600,000 00	192	8,333 33
Total	$ 2,560,000 00	$ 2,560,000 00		$ 13,333 33

FOR MILES OPERATED.

Wilmington, Columbia and Augusta—capital stock	$ 960,000 00
Funded debt	1,600,000 00
Total	$ 2,560,000 00
Amount per mile of road (miles 192)	13,333 33

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:			
Right-of-way	$ 78,720 00	$ 78,720 00	$ 410 00
Other real estate	41,940 00	44,441 75	231 46
Grading and bridge and culvert masonry	613,602 72	613,602 72	3,195 85
Bridges and trestles	384,000 00	384,000 00	2,000 00
Rails	576,000 00	576,000 00	3,000 00
Ties	115,200 00	115,200 0	600 00
Other superstructure	115,200 00	115,200 00	600 00
Buildings, furniture and fixtures	96,000 00	96,000 00	500 00
Shop machinery and tools	28,800 00	28,800 00	150 00
Engineering expenses	19,200 00	19,200 00	100 00
Sidings and yard extensions	96,000 00	96,000 00	500 00
Terminal facilities and elevators	38,400 00	38,400 00	200 00
Total construction	$ 2,203,062 72	$ 2,206,564 47	$ 11,487 31
EQUIPMENT:			
Locomotives	131,500 00	131,500 00	684 90
Passenger cars	53,000 00	53,000 00	276 04
Baggage, express and postal cars	11,000 00	11,000 00	57 29
Freight cars	174,000 00	174,000 00	906 25
Grand total cost construction, equipment, etc.	$ 369,500 00	$ 369,500 00	$ 1,924 48
Total cost construct'on, equipment, etc	$ 2,572,562 72	$ 2,575,064 47	$ 13,411 79

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 782,222 32	
Less operating expenses	601,741 28	
Income from operation		$ 130,481 04
Dividends on stocks owned	$ 17,896 50	
Interest on bonds owned	400 00	
Miscellaneous income	5,584 47	
Income from other sources		23,880 97
Total income		$ 154,362 01
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 96,000 00	
Taxes	27,835 70	
Total deductions from income		123,835 70
Net income		$ 30,526 31
Dividends 6 per cent., common stock	$ 57,600 00	
Total		57,600 00
Deficit from operations of the year ending June 30, 1893		$ 27,073 69
Surplus on June 30, 1892 (from "General Balance Sheet," 1892 report)		143,644 65
		$ 116,570 96
Additions for year	$ 29,575 44	
Deductions for year	15,847 61	13,727 83
Surplus on June 30, 1893 (for entry on "General Balance Sheet,")		$ 130,298 79

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 202,122 59		
Less repayments:			
Tickets redeemed, excess fares refunded, other repayments		$ 1,156 82	
Total deductions		$ 1,156 82	
Total passenger revenue			$ 200,965 77
Mail			59,400 44
Express			23,495 08
Extra baggage and storage			3,283 11
Other items			5,593 45
Total passenger earnings			$ 292,737 85
FREIGHT:			
Freight revenue	$ 446,044 92		
Less repayments:			
Overcharge to shippers		$ 11,454 09	
Other repayments		2,080 57	
Total deductions		$ 14,134 66	
Total freight revenue			$ 431,910 26
Total freight earnings			$ 431,910 26
Total passenger and freight earnings			$ 724,648 11
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance	$ 5,946 39		
Telegraph companies	1,627 82		
Total other earnings			$ 7,574 21
Total gross earnings from operation—entire line			$ 732,222 32

STOCKS OWNED.

Atlantic Coast Line Sleeping Car Association—total par value	$ 87,300 00
Wilmington Railway Bridge Company—total par value	10,000 00
Chester and Lenoir Narrow Gauge Railroad—total par value	347 10
Columbia, Newberry and Laurens Railroad—total par value	5,001 00
Total	$ 102,648 10
Atlantic Coast Line Sleeping Car Associat'n—income or dividend received	$ 17,896 50

Rate of interest, 20.5 per cent.

BONDS OWNED.

Enterprise Railroad—total par value	$ 8,000 00
Income or dividend received	400 00

Rate of interest, 5 per cent.

Digitized by Google

MISCELLANEOUS INCOME.

Current interest—net miscellaneous income	$ 3,424 97
Central Railroad of South Carolina—one-half net earnings for the year	2,159 50
Total	$ 5,584 47

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 26,917 38	$ 26,917 39	$ 53,834 77
Renewals of ties	9,554 21	9,554 22	19,108 43
Repairs of bridges and culverts	30,771 17	30,771 18	61,542 35
Repairs of fences, road-crossings, signs and cattle guards	799 23	799 22	1,598 45
Repairs of buildings	4,515 05	4,515 04	9,030 09
Repairs of docks and wharves	48 81	48 81	97 62
Repairs of telegraph	13 23	13 23	26 46
Other expenses	1 53	1 54	3 07
Total	$ 72,620 61	$ 72,620 63	$ 145,241 24
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 23,874 17	$ 23,741 18	$ 47,748 35
Repairs and renewals of passenger cars	32,469 55		32,469 55
Repairs and renewals of freight cars		52,943 08	52,943 08
Shop machinery, tools, etc	2,911 27	2,911 28	5,822 55
Total	$ 59,254 99	$ 79,728 54	$ 138,983 53
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 16,975 36	$ 28,179 18	$ 45,154 54
Fuel for locomotives	23,360 85	23,360 86	46,721 71
Water-supply for locomotives	1,293 69	1,293 68	2,587 37
All other supplies for locomotives	2,107 03	2,107 03	4,214 06
Wages of other trainmen	11,928 98	11,842 77	23,771 75
All other train supplies	8,241 79	8,241 80	16,483 59
Wages of switchmen, flagmen and watchmen	2,995 40	2,995 40	5,990 80
Expense of telegraph, including train dispatchers and operators	5,110 26	5,110 25	10,220 51
Wages of station agents, clerks and laborers	15,548 39	15,548 39	31,096 78
Station supplies	1,193 30	1,193 30	2,386 60
Switching charges—balance	218 75	218 75	437 50
Car mileage—balance	10,512 17	10,512 17	21,024 34
Loss and damage	1,217 60	2,907 43	4,125 03
Injuries to persons	698 54	339 40	1,037 94
Other expenses	394 08	394 08	788 17
Total	$ 101,796 19	$ 114,244 50	$ 216,040 69

Digitized by Google

OPERATING EXPENSES—Continued.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 8,075 16	$ 8,075 16	$ 16,150 32
Salaries of clerks	4,896 36	4,896 36	9,792 72
General office expenses and supplies	2,180 89	2,180 90	4,361 79
Agencies, including salaries and rent	4,187 56	4,445 98	8,633 54
Advertising	2,630 83	93 14	2,723 97
Commissions	2 94	2 93	5 87
Insurance	1,040 24	1,040 24	2,080 49
Expense of traffic associations	888 64	888 64	1,777 28
Rents for tracks, yards and terminals	8,578 71	36,942 24	45,520 95
Legal expenses	860 58	860 59	1,721 17
Stationery and printing	4,066 69	4,066 68	8,133 37
Other general expenses	287 17	287 18	574 35
Total	$ 37,695 77	$ 63,780 05	$ 101,475 82
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 72,620 61	$ 72,620 63	$ 145,241 24
Maintenance of equipment	59,254 99	79,728 54	138,983 53
Conducting transportation	101,796 19	114,244 50	216,040 69
General expenses	37,695 77	63,780 05	101,475 82
Grand total	$ 271,367 56	$ 330,373 72	$ 601,741 28

Percentage of expenses to earnings—entire line, 82.18 per cent.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.	ASSETS.	JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
Total.		Total.	Decrease.	Increase.
$ 2,572,562 72	Cost of road / Cost of equipment	$ 2,575,064 47	$ 2,501 75	
118,495 71	Stocks owned	102,648 10		$ 15,847 61
8,000 00	Bonds owned	8,000 00		
4,586 22	Other permanent investments	4,586 22		
50,543 06	Cash and current assets	77,974 96	27,431 90	
$ 2,754,187 71	Grand total	$ 2,768,273 75	$ 29,933 65	$ 15,847 61
	LIABILITIES.			
$ 960,000 00	Capital stock	$ 960,000 00		
1,600,000 00	Funded debt	1,600,000 00		
50,543 06	Current liabilities	77,974 96		$ 27,431 90
143,644 65	Profit and loss	130,298 79	$ 27,431 90	
$ 2,754,187 71	Grand total	$ 2,768,273 75		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage—from Wilmington, N. C. to Columbia, S. C., 192 miles. Amount of mortgage per mile of line, $8,333.33.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers ---- A proportion of	16	5,760	$ 18,238 98	$ 3 17
General office clerks ---- A proportion of	45	16,200	13,332 96	82
Station agents	25	9,000	15,632 00	1 62
Other station men	80	28,800	24,913 80	83
Enginemen	24	8,640	35,203 32	4 07
Firemen	56	20,160	17,308 13	81
Conductors	25	9,000	21,946 84	2 43
Other trainmen	55	19,800	16,014 48	81
Machinists	20	10,440	22,000 20	2 10
Carpenters	28	10,080	15,170 76	1 50
Other shopmen	88	29,880	23,281 81	77
Section foremen	30	10,800	16,428 12	1 52
Other trackmen	246	88,560	41,111 64	46
Switchmen, flagmen, and watchmen	49	17,640	13,561 24	76
Telegraph operators and dispatchers	21	7,560	8,960 00	1 18
All other employees and laborers	8	2,880	2,040 00	70
Total (including "General Officers")—entire line	820	295,200	$ 304,144 28	
DISTRIBUTION OF ABOVE:				
General administration			$ 31,571 94	
Maintenance of way and structures			56,539 76	
Maintenance of equipment			60,452 77	
Conducting transportation			155,579 81	
Total (including "General Officers")—entire line			$ 304,144 28	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	202,485			
Number of passengers carried one mile	8,027,764			
Average distance carried	39.6			
Total passenger revenue		200,985	77	
Average amount received from each passenger			99	2
Average receipts per passenger per mile			2	5
Estimated cost of carrying each passenger one mile			3	88
Total passenger earnings		292,737	85	
Passenger earnings per mile of road		1,524	67	
Passenger earnings per train mile		1	10	261
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	433,306			
Number of tons carried one mile	27,506,196			
Average distance haul of one ton	63.4			
Total freight revenue		431,910	26	
Average amount received for each ton of freight			99	677
Average receipts per ton per mile			1	057
Estimated cost of carrying one ton one mile			1	201
Total freight earnings		431,910	26	
Freight earnings per mile of road		2,249	53	
Freight earnings per train mile		1	59	078
PASSENGER AND FREIGHT:				
Passenger and freight revenue		632,876	3	
Passenger and freight revenue per mile of road		3,292	6	
Passenger and freight earnings		724,648	11	
Passenger and freight earnings per mile of road		3,774	20	
Gross earnings from operation		732,222	32	
Gross earnings from operation per mile of road		3,813	65	
Gross earnings from operation per train mile		1	36	353
Expenses		601,741	28	
Expenses per mile of road		3,134	6	
Income from operation		130,481	4	
Income from operation per mile of road		679	58	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	285,495
Miles run by freight trains	271,508
Total mileage trains earning revenue	557,003
Miles run by switching trains	120,331
Miles run by construction and other trains	24,220
Grand total train mileage	681,554
Mileage of loaded freight cars—north or east	2,138,594
Mileage of loaded freight cars—south or west	1,738,818
Mileage of empty freight cars—north or east	503,295
Mileage of empty freight cars—south or west	1,009,728
Average number of freight cars in train	19.08
Average number of loaded cars in train	13.39
Average number of empty cars in train	5.61

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	EQUIPMENT FITTED WITH TRAIN BRAKE. Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. Kind.
LOCOMOTIVES:						
Passenger, Freight, Switching, Leased	1	29	25	1 Boyden. 24 West'gho'se		
CARS IN PASSENGER SERVICE:						
First-class passenger cars		11	11	Westinghouse	11	Janney.
Second-class passenger cars		3	2	Westinghouse	2	Janney.
Combination passenger cars		4	4	Westinghouse	4	Janney.
Baggage, express, and postal cars		11	11	Westinghouse	11	Janney.
Total		29	28		28	
CARS IN FREIGHT SERVICE:						
Box cars		339	45	Westinghouse	201	Janney.
Flat cars	10	159	29	Westinghouse	110	Janney.
Stock cars		4			3	Janney.
Total	10	502	74		314	
CARS IN COMPANY'S SERVICE:						
Gravel cars		29		Westinghouse	7	Janney.
Derrick cars, and tool		4	3	Westinghouse	4	
Caboose cars		13			7	Janney.
Other road cars	1	32			7	Janney.
Total	1	78	3		25	
Total cars owned	11	609	105		367	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Total Mileage Operat'd	Rails.	
	Main Line.	Branch's and Spurs.		Iron.	Steel.
Miles of single track	191.7	4.33	196.03	4.33	191.7
Miles of fourth track				22.54	
Miles of yard track and sidings			22.54		
Miles of yard track and sidings in N, C	4.35				
Miles of yard track of sidings in S. C	18.19				
Total mileage operated (all tracks)	214.24	4.33	218.57	26.87	191.7

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock.		Total Mileage, Excluding Trackage Rights.	Rails.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
North Carolina	67.51	.84	68.35	.84	67.51
South Carolina	124.19	3.49	127.68	3.49	124.19
Total mileage operated	191.7	4.33	196.03	4.33	191.7

Digitized by Google

ACCIDENTS TO PERSONS.

EMPLOYEES:	
Coupling and uncoupling, injured	1
Other causes, injured	2
PASSENGERS:	
At stations, injured	1
TRESPASSING:	
Other causes, killed	1
Injured	2
Total	7

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron	7	1,430	7	50		431	2
TRESTLES:							
25 feet and over	192	33,401	9	25		6,461	8
Less than 25 feet	28	590		10		24	

Gauge of track, four feet nine inches; 191.70 miles.

Digitized by Google

SEABOARD AIR LINE SYSTEM.

LINES CONTROLLED AND OPERATED IN NORTH CAROLINA.

Carolina Central Railroad	257
Durham and Northern Railway	42.20
Georgia, Carolina and Northern Railway	14
Louisburg Railroad	10
Pittsboro Railroad	12
Raleigh and Augusta Air Line Railroad	107.27
Raleigh and Gaston Railroad	97
Roanoke and Tar River Railroad	32.30
Seaboard and Roanoke Railroad	19.02
Total length of all lines, Seaboard Air Line System in North Carolina	600.79

GENERAL OFFICERS.

SEABOARD AIR LINE SYSTEM.

TITLE.	NAME.	LOCATION OF OFFICE.
President	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Treasurer	W. W. Vass	Raleigh, N. C.
General Counsel	Legh R. Watts	Portsmouth, Va.
General Auditor	J. B. Martin	Portsmouth, Va.
General Superintendent	L. T. Myers	Portsmouth, Va.
Traffic Manager	O. V. Smith	Norfolk, Va.

CAROLINA CENTRAL RAILROAD COMPANY.

HISTORY.

The Carolina Central Railroad Company was organized July 14, 1880, under laws of the State of North Carolina, under an Act to incorporate the Wilmington and Charlotte Railroad Company (1855), an Act that the name of the Wilmington and Charlotte Railroad Company shall be altered and the same company shall be known and styled the Wilmington, Charlotte and Rutherford Railroad Company, ratified February 14, 1885; an Act to incorporate the Carolina Central Railway Company, December, 1873; and an Act to perfect the organization of the Carolina Central Railroad Company, ratified January 18, 1881.

The corporate powers of this Company are granted for ninety-nine years from the passage of the Act creating the Wilmington and Charlotte Railroad Company, passed at the session of 1855.

The original purpose of this Company was to effect railroad communication between Wilmington and Charlotte, by way of Lumberton, Rockingham and Wadesboro and Monroe, with a capital stock of $2,000,000, with the privilege of increasing the same to $3,000,000. Its capital stock was further increased $1,000,000 for the purpose of continuing said road to a point at or near the town of Rutherfordton.

Digitized by Google

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Secretary-Treasurer	John H. Sharp	Wilmington, N. C.
Attorney, or General Counsel	Legh R. Watts	Portsmouth, Va.
Auditor	John H. Boatwright	Wilmington, N. C.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	William Moncure	Wilmington, N. C.
Superintendent of Telegraph	D. S. Hudgins	Raleigh, N. C.
Traffic Manager	O. V. Smith	Norfolk, Va.
Division General Passenger Agent	H. W. B. Glover	Atlanta, Ga.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Carolina Central R. R. Co	Wilmington, N. C.	Rutherfordton, N.C	264.6	
Wilmington Railway Bridge Co.	Wilmington, N. C.	Meare's Bluff	2.4	267
Total			267	267

CAPITAL STOCK.

Capital stock, common—number of shares authorized	12,000
Par value of shares	$ 100
Total par value authorized	1,200,000 00
Total amount issued and outstanding	1,200,000 00
Total number of shares issued for construction—common	12,000

Digitized by Google

FUNDED DEBT.

Class of Bond or Obligation.	Time. Date of Issue.	Time. When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First mortgage	1881	1920	$ 2,000,000 00	$ 2,000,000 00	$ 2,000,000 00	Substitution.
Second mortgage	1881	1915	1,500,000 00	1,200,000 00	1,200,000 00	Substitution.
Third mortgage	1881	1910	1,500,000 00	1,500,000 00	1,500,000 00	Substitution.
Grand total			$ 5,000,000 00	$ 4,700,000 00	$ 4,700,000 00	

Class or Bond of Obligation.	Interest. Rate per Cent.	Interest. When Pay'ble	Interest. Amount Accrued During Year.	Interest. Amount Paid During Year.
First mortgage	6	Jan. & July.	$ 120,000 00	$ 120,000 00
Second mortgage	------	Income non-cumulative interest.		
Third mortgage	------	Income non-cumulative interest.		
Grand total			$ 120,000 00	$ 120,000 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest. Amount Accrued. During Year.	Interest. Amount Paid During Year.
Mortgage bonds	$ 2,000,000 00	$ 2,000,000 00	$ 120,000 00	$ 120,000 00
Income bonds	2,700,000 00	2,700,000 00		
Interest accrued on Wilmington Railway Bridge Company's bonds				3,425 00
Total	$ 4,700,000 00	$ 4,700,000 00	$ 120,000 00	$ 123,425 00

CURRENT ASSETS AND LIABILITIES.

Assets.

Cash	$ 5,067 89
Due from solvent companies and individuals	4,707 45
Balance—current liabilities	268,656 50
Total	$ 278,431 84

Liabilities.

Loans and bills payable	$ 238,064 67
Wages and salaries	20,892 86
Miscellaneous	19,474 31
Total	$ 278,431 84

Materials and supplies on hand, $17,274.62.

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF ROAD.	
		To Railroads.	Miles.	Amount.
Capital stock	$ 1,200,000 00	$ 1,200,000 00	237.7	$ 5,469 07
Bonds	4,700,000 00	4,700,000 00	237.7	19,772 82
Total	$ 5,900,000 00	$ 5,900,000 00		$ 25,241 89

REMARKS.—Mortgage covers the distance from Wilmington to Shelby, 240.10 miles, less 2.40 miles Wilmington Bridge Co. Total 237.70 miles.

FOR MILEAGE OPERATED.

Name of Road—Carolina Central.

Capital Stock	$ 1,200,000 00
Funded debt	4,700,000 00
Total	$ 5,900,000 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Bridges and trestles—not included in operating expenses	$ 1,300 00
Total cost construction to June 30, 1892	5,587,207 19
Total cost equipment to June 30, 1892	340,123 37
Grand total cost construction, equipment, etc., to June 30, 1892	$ 5,927,330 56
Total cost construction to June 30, 1892	5,600,207 19
Total cost equipment to June 30, 1893	340,123 37
Grand total cost construction, equipment, etc., to June 30, 1893	$ 5,940,330 56
Total cost construction per mile	21,164 80
Total cost equipment per mile	1,285 43
Grand total cost construction, equipment, etc., per mile	$ 22,450 23

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 504,192 83	
Less operating expenses	397,519 81	
Income from operation		$ 106,673 02
Miscellaneous income—less expenses	$ 860 48	
Income from other sources		860 48
Total income		$ 107,533 50
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 123,186 50	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	6,921 91	
Taxes	14,767 23	
Other deductions	809 02	
Total deductions from income		145,684 66
Deficit		$ 38,151 16
Deficit from operations of year ending June 30, 1893		$ 38,151 16
Deficit on June 30, 1892 [From "General Balance Sheet," 1892 Report]		138,082 25
Deductions for year		$ 38,151 16
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 176,233 41

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 104,798 99		
Tickets redeemed		$ 287 65	
Excess fares refunded		144 19	
Other repayments		164 40	
Total deductions		$ 596 24	
Total passenger revenue			$ 104,202 75
Mail			22,919 16
Express			8,614 97
Extra baggage and storage			1,298 88
Other items			1,688 15
Total passenger earnings			$ 138,718 91
FREIGHT:			
Freight revenue	$ 851,164 65		
Overcharge to shippers		$ 2,031 01	
Other repayments		5 48	
Total deductions		$ 2,036 49	
Total freight revenue			$ 351,128 16
Other items			5,154 96
Total freight earnings			$ 356,283 12
Total passenger and freight earnings			$ 495,002 03
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance			698 07
Switching charges—balance			1,006 64
Telegraph companies			1,374 86
Rents from tracks, yards and terminals			6,111 23
Total other earnings			$ 9,190 80
Total gross earnings from operation—entire line			$ 504,192 83

STOCKS OWNED.

Wilmington Railway Bridge Company—total par value	$ 20,000 00
Total valuation	20,000 00

RENTALS RECEIVED.

Situation of property leased—Wilmington, N. C. Name of company using property leased—sundry tenants. Total rents received—$6,111.23.

MISCELLANEOUS INCOME.

Rent of rails—gross and net miscellaneous income	$ 600 00
Rent of compress at Charlotte—gross and net miscellaneous income	188 48
House rents at Maxton, N. C. (warehouses and other buildings), gross and net,	72 00
Total	$ 860 48

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 27,128 33	$ 40,237 78	$ 67,366 11
Renewals of rails	3,181 50	3,181 50	6,363 00
Renewals of ties	12,834 29	19,036 33	31,870 62
Repairs of bridges and culverts	6,353 55	9,423 84	15,777 39
Repairs of fences, road-crossings, signs, and cattle guards	192 64	285 74	478 38
Repairs of buildings	4,573 94	6,784 26	11,358 20
Repairs of docks and wharves	14 90	22 11	37 01
Repairs of telegraph	376 66	533 85	910 51
Other expenses	20 69	30 71	51 40
Total	$ 48,313 50	$ 73,173 12	$ 121 486 62
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 5,029 34	$ 7,459 72	$ 12,489 06
Repairs and renewals of passenger cars	5,886 03	8,730 39	14,616 42
Repairs and renewals of freight cars	7,250 87	10,751 79	18,005 66
Shop machinery, tools, etc.	757 77	1,123 97	1,881 74
Other expenses	544 74	807 99	1,352 73
Total	$ 19,468 75	$ 28,876 86	$ 48,345 61
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen, and roundhousemen	$ 15,417 79	$ 19,215 18	$ 34,632 97
Fuel for locomotives	12,919 51	19,162 97	32,082 48
Water supply for locomotives	1,785 43	2,648 24	4,433 67
All other supplies for locomotives	837 21	1,241 79	2,079 00
Wages of other trainmen	8,852 68	13,130 64	21,983 32
All other train supplies	1,770 01	2,625 37	4,395 38
Wages of switchmen, flagmen, and watchmen	2,244 90	3,329 73	5,574 63
Expenses of telegraph, including train dispatchers and operators	2,754 04	4,084 91	6,838 95
Wages of station agents, clerks, and laborers	18,019 80	26,727 66	44,747 46
Station supplies	688 50	1,021 21	1,709 71
Switching charges—balance	321 40	481 17	805 57
Car mileage—balance	3,139 33	4,656 38	7,795 71
Loss and damage	492 00	729 76	1,221 76
Injuries to persons	433 44	642 91	1,076 35
Other expenses	64 00	94 95	158 95
Total	$ 69,743 04	$ 99,792 87	$ 169,535 91

Digitized by Google

OPERATING EXPENSES—Continued.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 9,589 80	$ 14,223 96	$ 23,813 76
Salaries of clerks	2,371 33	3,517 00	5,888 33
General office expenses and supplies	447 61	663 93	1,111 54
Agencies, including salaries and rent	2,399 74	3,560 15	5,959 89
Advertising	600 06	890 94	1,491 60
Insurance	2,897 25	4,297 33	7,194 58
Expense of traffic associations	377 67	560 18	937 85
Expense of stock yards and elevators	39 88	59 16	99 04
Rents for tracks, yards, and terminals	72 54	107 60	180 14
Rents not otherwise provided for	327 59	485 91	813 50
Legal expenses	1,200 60	1,780 78	2,981 38
Stationery and printing	1,767 18	2,621 16	4,388 34
Other general expenses	1,325 57	1,966 15	3,291 72
Total	$ 23,417 42	$ 34,734 25	$ 58,151 67
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 48,313 50	$ 73,173 12	$ 121,486 62
Maintenance of equipment	19,468 75	28,876 86	48,345 61
Conducting transportation	60,743 04	99,792 87	169,535 91
General expenses	23,417 42	34,734 25	58,151 67
Total	$ 160,942 71	$ 236,577 10	$ 397,519 81

Percentage of expenses to earnings, 78 per cent.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.	ASSETS.	JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
Total.		Total.	Increase.	Decrease.
$ 5,587,207 19	Cost of road	$ 5,600,207 19	$ 13,000 00	
340,123 37	Cost of equipment	340,123 37		
34,817 91	Other permanent investments	31,817 91		
98,989 22	Cash and current assets	9,775 34		$ 89,213 88
19,487 63	Materials and supplies	17,274 62		2,213 01
138,082 25	Profit and loss	176,233 41	38,151 16	
$ 6,218,707 57	Grand total	$ 6,178,431 84	$ 51,151 16	$ 91,426 89
	LIABILITIES.			
$ 1,200,000 00	Capital stock	$ 1,200,000 00		
4,700,000 00	Funded debt	4,700,000 00		
258,707 57	Current liabilities	278,431 84	$ 19,724 27	
60,000 00	Accrued interest on funded debt not yet payable			
$ 6,218,707 57	Grand total	$ 6,178,431 84	$ 19,724 27	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First, second and third mortgages—From Wilmington to Shelby, 257.7 miles.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	10	3,650	$ 23,813 76	$ 6 52
General office clerks	5	1,825	5,888 33	3 22
Station agents	21	6,573	16,235 31	2 47
Other station men	65	20,345	28,512 15	1 40
Enginemen	25	7,825	25,757 55	3 29
Firemen	28	8,761	9,327 55	1 06
Conductors	12	2,756	10,892 40	2 90
Other trainmen	42	13,146	11,900 92	84
Machinists	19	5,947	10,462 48	1 84
Carpenters	35	10,952	18,625 50	1 70
Other shopmen	22	6,886	7,505 74	1 09
Section foremen	29	9,077	12,707 80	1 40
Other trackmen	245	76,685	67,508 90	90
Switchmen, flagmen and watchmen	15	4,696	5,574 68	1 18
Telegraph operators and dispatchers	11	3,448	6,541 70	1 90
All other employees and laborers	15	4,695	7,815 51	1 66
Total (including "General Officers")	599	187,265	$ 269,070 23	$ 1 44
Less "General Officers"	10	3,650	23,813 76	
Total (excluding "General Officers")	589	183,615	$ 245,256 87	$ 1 33
DISTRIBUTION OF ABOVE:				
General administration	15	5,475	$ 29,702 09	$ 5 24
Maintenance of way and structures	285	89,205	86,758 40	97
Maintenance of equipment	76	23,785	36,593 72	1 53
Conducting transportation	223	68,800	116,016 02	1 69
Total (including "General Officers")	599	187,265	$ 269,070 23	$ 1 44
Less "General Officers"	10	3,650	23,813 76	
Total (excluding "General Officers")	589	183,615	$ 245,256 47	$ 1 33
Total (including "General Officers")—entire line	599			

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	134,247			
Number of passengers carried one mile	4,094,875			
Average distance carried	30.502			
Total passenger revenue		104,202	75	
Average amount received from each passenger			77	620
Average receipts per passenger per mile			2	554
Estimated cost of carrying each passenger one mile			3	930
Total passenger earnings		138,718	91	
Passenger earnings per mile of road		519	54	6
Passenger earnings per train mile			41	160
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	200,613			
Number of tons carried one mile	14,149,760			
Average distance haul of one ton	1.349			
Total freight revenue		351,128	16	
Average amount received for each ton of freight		1	75	027
Average receipts per ton per mile			2	481
Estimated cost of carrying one ton one mile			1	679
Total freight earnings		356,283	12	
Freight earnings per mile of road		1,334	39	370
Freight earnings per train mile		1	31	594
PASSENGER AND FREIGHT:				
Passenger and freight revenue		455,330	91	
Passenger and freight revenue per mile of road		1,705	35	921
Passenger and freight earnings		495,002	3	
Passenger and freight earnings per mile of road		1,853	94	018
Gross earnings from operation		504,192	83	
Gross earnings from operation per mile of road		1,888	46	265
Gross earnings from operation per train mile		1	11	221
Expenses		397,519	81	
Expenses per mile of road		1,488	83	823
Income from operation		106,673	2	
Income from operation per mile of road		399	52	441

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	159,054
Miles run by freight trains	200,164
Miles run by mixed trains	94,106
Total mileage trains earning revenue	453,324
Miles run by switching trains	65,746
Miles run by construction and other trains	43,996
Grand total train mileage	563,066
Mileage of loaded freight cars—north or east	992,959
Mileage of loaded freight cars—south or west	1,239,743
Mileage of empty freight cars—north or east	477,736
Mileage of empty freight cars—south or west	228,915
Average number of freight cars in train	14.251
Average number of loaded cars in train	11.208
Average number of empty cars in train	3.043
Average number of tons of freight in train	53.226
Average number of tons of freight in each loaded car	4.881

DESCRIPTION OF EQUIPMENT.

ITEM.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	4	4	Westinghouse	4	Janney.
Freight	14	11	7 West'ghouse 4 Boyden.	13	Janney.
Switching	3	1		3	Janney.
Total locomotives	21	16		20	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	5	5	Westinghouse	5	Janney.
Second-class passenger cars	7	7	Westinghouse	7	Janney.
Combination passenger cars	3	3	Westinghouse	3	Janney.
Sleeping cars	2	2	Westinghouse	2	Janney.
Baggage, express and postal cars	5	5	Westinghouse	5	Janney.
Total	22	22		22	
CARS IN FREIGHT SERVICE:					
Box cars	230			2 100	Williams. Janney.
Flat cars	118			17	Janney.
Stock cars	10			4	Janney.
Total	358			123	
CARS IN COMPANY'S SERVICE:					
Gravel cars	10				
Caboose cars	23			8	Janney.
Total	33			8	
Grand total cars	413				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated Under Trackage Rights.	Total Mileage Operated.	Rails. Iron.	Rails. Steel.
Miles of single track	264.60	2.40	267.00	79.50	187.50
Miles of yard track and sidings	18.00		18.00	18.00	
Miles of sidings for Wilmington Railway Bridge Company	1.10		1.10	1.10	
Total mileage operated (all tracks)	283.70	2.40	286.10	98.60	187.50

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	267
Total mileage, excluding trackage rights	264.60
Line operated under trackage rights	267
Iron rails, miles	97.90
Steel rails, miles	187.10

MILEAGE OWNED.

Main line—line represented by capital stock	264.60
One-half interest in 2.40 miles Wilmington Railway Bridge Company	1.20
Total mileage owned (single track)	265 80

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year:	
Iron—second-hand (tons)	87.19
Weight per yard (pounds)	50
Steel (tons)	39.28
Weight per yard (pounds)	50
Average price per ton at distributing point	$ 29 25
New Ties Laid During Year:	
Oak and pine (number)	121,392
Average price at distributing point	26 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Anthracite Tons.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger		110	2,122	2,232	175,362	25.45
Freight		2	5,700	5,702	317,496	35.91
Switching		426	336	762	65,764	23.17
Construction			597	597	43,996	27.13
Total		538	8,755	9,293	602,618	30 84
Average cost at distributing point.	$ 2 84	$ 3 60	$ 1 40			

Digitized by Google

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		1
TRESPASSING:		
At highway crossings		1
At stations	1	
Other causes	3	
Total	4	

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Wilmington	Hilton	1.10				
Meare's Bluff	Rutherfordton	263.50	192	52.60	212	43.65
Hilton	Meare's Bluff	2.40	1	.33	2.07	1.25
Total		267	193	52.93	214.07	44.90

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		ASCENDING GRADES.			DESCENDING GRADES.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descend'g Grades. Miles.
Meare's Bluff	Rutherfordton	597	48,792.6	129.83	466	38,052.2	91.12
Hilton	Meare's Bluff	9	107.9	.45	6	102.4	.70
Total		606	48,900.5	130.28	472	38,154.6	91.82

Digitized by Google

CHARACTERISTICS OF ROAD.—Continued.

BRIDGES, TRESTLES, TUNNELS, &c.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
BRIDGES:							
Iron	6	23	41	1	40	586	
Wooden	6	18	50	1	10	1,120	
Combination	2	7	68	2	61	504	
Total	14	449	59				
Trestles	50	21,249			50	4,620	

Overhead highway crossings, 15; height of lowest above surface of rail, 16 feet 4 inches.
Gauge of track, four feet nine inches; 267 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line 124
Miles of wire 156
Name of operating company—Carolina Central Railroad.

OWNED BY ANOTHER COMPANY.

Miles of line 240.10
Miles of wire 614.10
Name of owner—Western Union Telegraph Company.

Digitized by Google

DURHAM AND NORTHERN RAILWAY COMPANY.

HISTORY.

The Durham and Northern Railway Company was organized August 29, 1887, under the laws of the State of North Carolina, Acts February 2, 1887. It is largely owned by the Raleigh and Gaston Railroad Company, and forms part of the Seaboard Air Line System. The road was opened April 1, 1889.

The purpose of this Company was to construct and operate a road between Durham and some point in Wake, Franklin or Vance counties, to be determined by the present directors, with the privilege of extending the road to tide-water or Roanoke river, and with power to build branch roads not exceeding 25 miles in length, and with authority to consolidate with other railroad companies incorporated under the laws of this or any other State.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	John C. Winder	Raleigh, N. C.
President	John C. Winder	Raleigh, N. C.
Secretary-Treasurer	G. E. Hunter	Portsmouth, Va.
Auditor	J. B. Martin	Portsmouth, Va.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	William Smith	Raleigh, N. C.
Traffic Manager	O. V. Smith	Portsmouth, Va.

PROPERTY OPERATED.

Durham and Northern Railway Company, from Durham to Henderson, 42.20 miles.

CAPITAL STOCK.

Capital stock—number of shares authorized	5,000
Par value of shares	$ 100 00
Total par value authorized	500,000 00
Total amount issued and outstanding	290,100 00
Dividends declared during year, rate 2 per cent.	
Dividends declared during year, amount	5,802 00
Issued for cash—total number of shares issued	2,901 00
Total cash realized	280,700 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bonds. Date of issue, November 1878. When due, November 1928.

Amount of authorized issue, per mile	$ 6,000 00
Amount issued	150,000 00
Amount outstanding	150,000 00
Cash realized on amount issued	145,264 52

Rate of interest, 6 per cent. When payable, May and November.

Amount interest accrued during year	9,000 00
Amount interest paid during year	9,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 150,000 00
Amount outstanding	150,000 00
Amount interest accrued during year	9,000 00
Amount interest paid during year	9,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 12,645 98
Due from solvent companies and individuals	3,268 50
Total	$ 15,914 48

LIABILITIES.

Wages and salaries	1,939 16
Net traffic balances due to other companies	5,224 09
Balance—cash assets	8,751 23
Total	$ 15,914 48

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment To Railroads.	Amount per Mile of Road. Miles.	Amount.
Capital stock	$ 290,100 00	$ 290,100 00	42.20	$ 6,879 15
Bonds	150,000 00	150,000 00	42.20	3,554 50
Total	$ 440,100 00	$ 440,100 00	42.20	$ 10,433 65

FOR MILES OPERATED.

Durham and Northern Railway—capital stock	$ 290,100 00
Funded debt	150,000 00

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:			
Right-of-way	$ 9,580 75	$ 9,580 75	$ 238 68
Other real estate	10,350 00	10,350 00	252 44
Grading and bridge and culvert masonry	93,987 15	93,987 15	2,292 37
Bridges and trestles	59,515 26	59,515 26	1,451 59
Rails	102,605 45	102,605 45	2,502 57
Ties	39,300 80	39,300 80	958 56
Other superstructure	36,709 55	36,709 55	895 35
Buildings, furniture and fixtures	13,210 31	13,210 31	322 20
Engineering expenses	17,367 19	17,367 19	423 59
Discount on securities sold for construction	14,135 48	14,135 48	344 76
Telegraph line	2,209 33	2,209 33	53 89
Sidings and yard extensions	5,723 32	5,723 32	139 59
Other items	10,426 57	10,426 57	254 30
Total construction	$ 415,121 16	$ 415,121 16	$ 10,124 89
EQUIPMENT:			
Locomotives	8,000 00	8,000 00	195 12
Passenger cars	3,000 00	3,000 00	73 17
Combination cars	2,618 31	2,618 31	63 86
Freight cars	12,295 25	12,694 25	300 80
Grand total cost construction, equipment, etc.	$ 25,913 56	$ 26,312 56	$ 632 95
Total cost construction, equipment, etc	$ 441,034 72	$ 441,433 72	$ 10,757 84

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 57,051 73	
Less operating expenses	36,066 20	
Income from operation		$ 20,985 53
Miscellaneous income		215 61
Total income		$ 21,201 14
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 9,000 00	
Taxes	1,623 19	
Total deductions from income		10,623 19
Net income		$ 10,577 95
Dividends, 2 per cent. common stock		5,802 00
Surplus from operations of year ending June 30, 1893		$ 4,775 95
Surplus on June 30, 1892, [From "General Balance Sheet"]		7,248 16
Additions for year		$ 4,775 95
Surplus on June 30, 1893, [For entry on "General Balance Sheet,"]		$ 12,024 11

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 10,071 10		
Less repayments—excess fares refunded		$ 9 35	
Total deductions		$ 9 35	
Total passenger revenue			$ 10,061 75
Mail			1,775 40
Express			881 67
Extra baggage and storage			46 30
Total passenger earnings			$ 12,265 12
FREIGHT:			
Freight revenue	$ 42,694 30		
Less repayments—overcharge to shippers		$ 475 07	
Total deductions		$ 475 07	
Total freight revenue			$ 42,219 23
Total freight earnings			$ 42,219 23
Total passenger and freight earnings			$ 54,484 35
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance	$ 219 09		
Switching charges—balance	1,671 00		
Telegraph companies	47 29		
Rents not otherwise provided for	600 00		
Total other earnings			$ 2,567 38
Total gross earnings from operation—entire line			$ 57,051 73

MISCELLANEOUS INCOME.

Net miscellaneous income—interest received	$ 215 61

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway	$ 3,788 97	$ 4,100 47	$ 7,887 44
Renewals of ties	698 98	778 07	1,477 05
Repairs of bridges and culverts	89 70	97 40	187 10
Repairs of fences, road-crossings, signs and cattle guards	48 71	52 77	101 48
Repairs of buildings	136 78	147 77	284 55
Repairs of telegraph	29 88	32 39	62 27
Other expenses	1 07	1 16	2 23
Total	$ 4,792 09	$ 5,210 03	$ 10,002 12
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives	$ 541 93	$ 587 11	$ 1,129 04
Repairs and renewals of passenger cars	742 82	804 75	1,547 57
Repairs and renewals of freight cars	105 08	113 84	218 92
Total	$ 1,389 83	$ 1,505 70	$ 2,895 53
CONDUCTING TRANSPORTATION:			
Wages of enginemen, firemen and roundhousemen	$ 1,803 29	$ 1,953 57	$ 3,756 86
Fuel for locomotives	2,231 54	2,420 77	4,655 31
Water-supply for locomotives	125 96	136 46	262 42
All other supplies for locomotives	140 31	147 84	288 15
Wages of other trainmen	1,267 63	1,373 28	2,640 91
All other train supplies	150 28	162 81	313 09
Wages of witchmen, flagmen and watchmen	131 76	142 74	274 50
Wages of station agents, clerks and laborers	2,758 82	2,988 74	5,747 56
Station supplies	83 66	90 64	174 30
Car mileage—balance	625 54	677 68	1,303 22
Loss and damage	257 22	278 66	535 88
Injuries to persons	43 20	46 80	90 00
Other expenses	60 15	67 25	127 40
Total	$ 9,682 56	$ 10,487 24	$ 20,169 60

Digitized by Google

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 405 20	$ 434 80	$ 840 00
Salaries of clerks	52 80	57 20	110 00
General office expenses and supplies	2 16	2 34	4 50
Advertising	29 52	31 98	61 50
Insurance	149 24	161 72	311 00
Legal expenses	630 01	682 53	1,312 54
Stationery and printing	67 58	73 23	140 81
Other general expenses	104 94	113 66	218 60
Total	$ 1,441 49	$ 1,557 46	$ 2,998 95
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 4,792 09	$ 5,210 03	$ 10,002 12
Maintenance of equipment	1,389 83	1,505 70	2,895 53
Conducting transportation	9,682 36	10,487 24	20,169 60
General expenses	1,441 49	1,557 46	2,998 95
Grand total	$ 17,305 77	$ 18,760 43	$ 36,066 20

Percentage of expenses to earnings, 63.21 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	Year Ending June 30, 1893. Increase.	Decrease.
$ 415,121 16	Cost of road	$ 415,121 16		
25,664 38	Cost of equipment	26,312 56	$ 648 18	
13,489 17	Cash and current assets	15,914 48	2,425 31	
$ 454,274 71	Grand total	$ 457,348 20	$ 3,073 49	
	LIABILITIES.			
$ 290,100 00	Capital stock	$ 290,100 00		
150,000 00	Funded debt	150,000 00		
6,926 55	Current liabilities	5,224 09		$ 1,702 46
7,248 16	Profit and loss	12,024 11	$ 4,775 95	
$ 454,274 71	Grand total	$ 457,348 20		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage bonds. What road mortgaged—from Henderson, N C., to Durham, N. C. (42.20 miles). Amount of mortgage per mile of line—$3,658.53.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	3	939	$ 840 00	$ 85
General office clerks	1	313	110 00	35
Station agents	5	1,565	2,760 00	1 76
Other station men	6	1,878	2,866 00	1 52
Enginemen	3	939	2,820 00	3 00
Firemen	3	939	340 00	89
Conductors	2	626	1,440 00	2 30
Other trainmen	4	1,252	1,192 08	95
Section foremen	5	1,565	2,100 00	1 34
Other trackmen	30	9,390	4,695 00	50
Switchmen, flagmen, and watchmen	2	626	540 00	86
All other employees and laborers	2	626	184 80	29
Total (including "General Officers")	66	20,658	$ 20,387 88	$ 98
Less "General Officers"	3	939	840 00	85
Total (excluding "General Officers")	63	19,719	$ 19,547 88	$ 98
DISTRIBUTION OF ABOVE:				
General administration	3	939	$ 840 00	$ 85
Maintenance of way and structures	35	10,955	6,795 00	62
Conducting transportation	28	8,764	12,752 88	1 45
Total (including "General Officers")	66	20,658	$ 20,387 88	$ 98
Less "General Officers"	3	939	840 00	85
Total (excluding "General Officers"—entire line	63	19,719	$ 19,547 88	$ 98

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried carning revenue	15,907			
Number of passengers carried one mile	372,322			
Average distance carried	23.406			
Total passenger revenue		10,061	75	
Average amount received from each passenger			63	258
Average receipts per passenger per mile			2	702
Estimated cost of carrying each passenger one mile			4	641
Total passenger earnings		12,265	12	
Passenger earnings per mile of road		290	64	
Passenger carnings per train mile			37	556
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	32,466			
Number of tons carried one mile	1,277,558			
Total freight revenue		42,219	23	
Average amount received for each ton of freight		1	30	041
Average receipts per ton per mile			3	304
Estimated cost of carrying one ton one mile			1	468
Total freight earnings		42,219	23	
Freight earnings per mile of road		1		045
Freight carnings per train mile		1	45	852
PASSENGER AND FREIGHT:				
Passenger and freight revenue		52,280	98	
Passenger and freight revenue per mile of road		1,238	88	
Passenger and freight earnings		59,484	35	
Passenger and freight earnings per mile of road		1,409	58	
Gross earnings from operation		57,051	73	
Gross earnings from operation per mile of road		1,351	93	
Gross earnings from operation per train mile		1	2	357
Expenses		36,066	20	
Expenses per mile of road		854	62	
Income from operation		20,985	53	
Income from operation per mile of road		497	28	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	26,791
Miles run by freight trains	28,946
Total mileage trains earning revenue	55,737
Miles run by switching trains	3,104
Miles run by construction and other trains	2,788
Grand total train mileage	61,629

DESCRIPTION OF EQUIPMENT.

ITEM.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	2	2	Westinghouse		
CARS IN PASSENGER SERVICE:					
Second-class passenger cars	1		Automatic.	1	Janney.
Combination passenger cars	1		Automatic.	1	Janney.
Emigrant cars	1		Automatic.	1	Janney.
CARS IN FREIGHT SERVICE:					
Box cars	25	25	Hand.	25	Janney.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line—miles of single track	42.20
Miles of single track and sidings, total mileage operated	42.20
Miles of yard track and sidings, total mileage operated	1.50
Rails—iron, miles of single track	1.20
Rails—steel, miles of single track	41.
Rails, steel—miles of yard track and sidings	1.50

MILEAGE OPERATED.

North Carolina—Line represented by capital stock, main line	42.20
Total mileage, excluding trackage rights	42.20
Rails—iron	1.20
Rails—steel	41.

Digitized by Google

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Number—oak	6,762
Average price at distributing point	32 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Soft.	Wood—Soft Cords.	Total Fuel Consum'd Tons.	Miles Run.
Passenger	48.348	42.5	504.73	28,791
Freight	93.852	82.5	979.77	28,946
Total	1,422.00	125	1,484.50	

ACCIDENTS TO PERSONS.

TRESPASSING:

Other train accidents, killed	3
Injured	1
Total	4

CHARACTERISTICS OF ROAD.

From Henderson to Durham, miles	42.20
Alignment—number of curves	90
Aggregate length of curved line, miles	20.01
Length of straight line, miles	22.19
Profile—length of level line, miles	6.18
Ascending grades—number	59
Sum of ascents, feet	80.2
Aggregate length of ascending grades, miles	18.01
Descending grades—number	38
Sum of descents, feet	862
Aggregate length of descending grades, feet	17.86

BRIDGES TRESTLES, TUNNELS, ETC.

BRIDGES:

Iron, number	2
Aggregate length, feet	300
Minimum length, feet	150
Maximum length, feet	150

TRESTLES:

Number	66
Aggregate length, feet	6,617
Minimum length, feet	10
Maximum length, feet	1,600

Gauge of track, four feet nine inches; 42.20 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line operated by this company	41
Miles of wire operated by this company	41

Digitized by Google

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.

HISTORY.

The Georgia, Carolina and Northern Railway Company was organized under the laws of the States of North Carolina, South Carolina and Georgia: Acts January 18, 1887, North Carolina; December 24, 1886, South Carolina; December 7, 1886, Georgia.

The Chester, Greenwood and Abbeville Railroad Company was chartered by the South Carolina Legislature December 22, 1885. Charter amended and name changed by Act December 24, 1886.

Authority for consolidation—acts March 8, 1887, North Carolina; acts March 10, 1887, South Carolina; acts March 12, 1887, Georgia.

The road is operated by the Seaboard and Roanoke and Raleigh and Gaston Railroad Companies, under lease dated July 1, 1889.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. F. Hoke	Raleigh, N. C.
President	R. F. Hoke	Raleigh, N. C.
First Vice-President	R. C. Hoffman	Baltimore, Md.
Secretary-Treasurer	J. M. Sherwood	Petersburg, Va.

PROPERTY LEASED.

Georgia, Carolina and Northern Railway—from Monroe, N. C., to Atlanta, Georgia, 266.20 miles. Operated and leased by Seaboard and Roanoke and Raleigh and Gaston Railroad Companies jointly.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both real and personal, for the term of its corporate existence. Lease dated July 1, 1889.

The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain sixty-five per cent. of the gross earnings (less taxes and other assessments), the remaining thirty-five per cent. to be applied as follows: 1. To keep up organization of lessor company. 2. To pay interest on its bonds. 3. To payment of valid debts to lessees. 4. To payment of dividends on lessor's capital stock.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	10,000
Par value of shares	$ 100
Total par value authorized	1,000,000 00
Total amount issued and outstanding	535,300 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—common, total number of shares issued during year	122
Cash realized on amount issued during year	7,973 42
Total number of shares issued	5,353
Total cash realized	535,300 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bond. Date of issue, July, 1889. When due, July, 1929.

Amount of authorized issue	$ 5,360,000 00
Amount issued	5,360,000 00
Amount outstanding	5,360,000 00
Cash realized on amount issued	4,862,600 00
Rate of interest 5 per cent. When payable, January and July.	
Amount of interest accrued during year	268,000 00
Amount interest paid during year	268,000 00

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 5,360,000 00
Amount outstanding	5,360,000 00
Interest—amount accrued during year	268,000 00
Amount paid during year	268,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 325 90
Balance—current liabilities	809,546 01
Total	$ 809,871 91

LIABILITIES.

Loans and bills payable	$ 807,643 33
Miscellaneous	2,228 58
Total	$ 809,871 91

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 585,300 00
Bonds—total amount outstanding	5,360,000 00
Capital stock—apportionment to railroads	585,300 00
Bonds—apportionment to railroads	5,360,000 00
Capital stock—amount per mile of road (266.20 miles)	2,010 89
Bonds—amount per mile of road (266.20 miles)	20,135 23

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction	$ 144,372 36
Total cost equipment	65 00
Grand total cost construction, equipment, etc	$ 144,437 36
Total cost construction to June 30, 1892	6,216,280 39
Total cost equipment to June 30, 1892	134,715 38
Grand total cost construction, equipment, etc., to June 30, 1892	$ 6,350,995 67
Total cost construction to June 30, 1893	6,360,152 75
Total cost equipment to June 30, 1893	134,780 38
Grand total cost construction, equipment, etc., to June 30, 1893	$ 6,494,933 13
Total cost construction per mile	23,892 38
Total cost equipment per mile	506 32
Grand total cost construction, equipment, etc., per mile	$ 24,398 70

Digitized by Google

INCOME ACCOUNT.

Income from lease on road	$ 146,199 59	
Total income		$ 146,199 59
DEDUCTIONS FROM INCOME:		
Salaries and maintenance of organization	$ 431 66	
Interest on funded debt accrued	268,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	121,873 34	
Total deductions from income		390,305 00
Deficit		$ 244,105 41
Surplus on June 30, 1892 [From "General Balance Sheet," 1892 Report]		$ 44,192 53
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 199,912 88

BONDS OWNED.

Town of Clinton—total par value ..... $ 10,000 00

Rate of interest, 6 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.	ASSETS.	JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
Total.		Total.	Decrease.	Increase.
$ 6,216,280 39	Cost of road	$ 6,360,152 75	$ 143,872 36	
134,715 38	Cost of equipment	134,780 38	65 00	
10,000 00	Bonds owned	10,000 00		
35,702 15	Cash and current assets	325 90		$ 35,376 25
	Profit and loss	199,912 88		
	Grand total	$ 6,705,171 91		
	LIABILITIES.			
$ 527,326 58	Capital stock	$ 535,300 00	$ 7,973 42	
5,360,000 00	Funded debt	5,360,000 00		
465,178 81	Current liabilities	809,871 91	344,693 10	
44,192 53	Profit and loss			$ 44,192 53
	Grand total	$ 6,705,171 91		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Monroe, N. C., to Atlanta, Georgia (266.20 miles). Amount of mortgage per mile of line—$20,135.23.

Digitized by Google

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	4	4	Westinghouse	4	Janney.
Freight	1	1	Eames' Vac'm	1	Janney.
Total locomotives	5				
CARS IN PASSENGER SERVICE:					
First-class passenger cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	1	1	Westinghouse	1	Janney.
Total	2				
CARS IN FREIGHT SERVICE:					
Box cars	81	55	Westinghouse	81	Janney.
Flat cars	100				
Total	181				
CARS IN COMPANY'S SERVICE:					
Caboose cars	4				
Other road cars	22				
Total	26				
Total cars owned	209				

MILEAGE.

MILEAGE OWNED.

North Carolina—Line represented by capital stock, main line	14.30
South Carolina—main line	136.52
Georgia—main line	115.38
Total main line	266.20

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Alignment.				Profile
	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Fish Dam to Elberton	102.90	153	33.11	69.79	10.74
Elberton to Atlanta	101 30	115	30.28	71.02	11.88

Working Divisions and Branches.	Profile.					
	Ascending Grades.			Descending Grades.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents Feet.	Aggregate Length of Descend'g Grades. Miles.
Fish Dam to Elberton	59	2,295.6	49.33	55	2,023.1	42.83
Elberton to Atlanta	233	2,314	49.16	205	1,955.8	40.26

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges:

Iron—number	26
Aggregate length, feet	5,177.6
Minimum length, feet	43
Maximum length, feet	885
Trestles—number	174
Aggregate length, feet	37,712
Minimum length, feet	40
Maximum length, feet	1,080
Overhead highway crossings—trestles, number	25
Height of lowest above surface of rail, feet	20.6
Overhead railway crossings—bridges, number	4
Height of lowest above surface of rail, feet	20.6

Gauge of track, four feet nine inches; 266.20 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	268
Miles of wire	536

Digitized by Google

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President of Lessees	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Treasurer	J. M. Sherwood	Atlanta, Ga.
Attorney, or General Counsel	Legh R. Watts	Portsmouth, Va.
Auditor of Accounts	John G. Williams	Atlanta, Ga.
Audit'r of Rec'pts and Disbursem'ts	Hasell Thomas	Atlanta, Ga.
Engineer	O. L. Cloud	Atlanta, Ga.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	John H. Winder	Atlanta, Ga.
Paymaster and Traveling Auditor	W. S. Tucker	Raleigh, N. C.
Superintendent of Telegraph	D. S. Hudgins	Raleigh, N. C.
Traffic Manager	O. V. Smith	Norfolk, Va.
Division Freight and Pass. Agent	H. W. B. Glover	Atlanta, Ga.

PROPERTY OPERATED.

Georgia, Carolina and Northern Railway—From Monroe, N. C., to Atlanta, Ga., 266.20 miles.
Seaboard Air Line—From Belt Junction to Wanda, 8.10 miles.
Western and Atlantic Railroad—From Wanda to Union Passenger Depot, 3 miles.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both personal and real, for the term of its corporate existence. Lease dated July 1, 1889. The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain 65 per cent. of the gross earnings, less taxes and other assessments, the remaining 35 per cent. to be applied as follows: 1st. To keep up organization of the lessor company. 2d. To pay interest on its bonds. 3d. To payment of valid debts to lessees. 4th. To payment of dividends on lessor's capital stock.

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.	
Cash	$ 2,217 34
Bills receivable	2,656 36
Due from agents	8,512 71
Net traffic balances due from other companies	25,025 23
Due from solvent companies and individuals	5,780 60
Balance—current liabilities	11,047 63
Total	$ 55,189 87

LIABILITIES.	
Loans and bills payable	$ 5,763 23
Audited vouchers and accounts	28,055 77
Wages and salaries	21,370 87
Total	$ 55,189 87

Materials and supplies on hand, $11,047.63.

RECAPITULATION.

FOR MILEAGE OPERATED.

Georgia, Carolina and Northern Railway (miles)	266.20
Seaboard Air Line Belt Railroad (miles)	8.10
Total carried forward	274.30

INCOME ACCOUNT.

Gross earnings from operation	$ 443,524 81	
Less operating expenses	545,929 01	
Deficit		$ 102,404 20
Miscellaneous income	$ 275,015 48	
Income from other sources		275,015 48
Total income		$ 172,611 28
DEDUCTIONS FROM INCOME:		
Rents	$ 146,199 59	
Taxes	26,411 69	
Total deductions from income		172,611 28

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 145,983 10		
Less repayments:			
Tickets redeemed		$ 118 83	
Excess fares refunded		9 77	
Other repayments		645 80	
Total deductions		$ 744 39	
Total passenger revenue			$ 145,211 71
Mail		$ 22,966 49	
Express		5,411 25	
Extra baggage and storage		1,094 30	
Other items		930 00	
Total passenger earnings			$ 30,432 04
FREIGHT:			
Freight revenue	$ 266,505 39		
Less repayments:			
Overcharge to shippers		$ 2,771 53	
Other repayments		143 43	
Total deductions		$ 2,884 96	
Total freight revenue			$ 263,620 43
Total freight earnings			$ 263,620 43
Total passenger and freight earnings			$ 439,264 18
OTHER EARNINGS FROM OPERATION:			
Switching charges—balance			$ 86 00
Telegraph companies			1,286 28
Rents from tracks, yards and terminals			1,345 48
Rents not otherwise provided for			1,542 87
Total other earnings			$ 42,260 63
Total gross earnings from operation—N. C.			$ 28,285 05
Total gross earnings from operation—entire line			$ 443,524 81

RENTALS RECEIVED.

Tracks—From Clinton to Dover, S. C., two miles; total, $1,315.48
The use of yards and terminals included in above.

MISCELLANEOUS INCOME.

Interest received	$ 600 00
Net miscellaneous income—R. and G. R. R. Co., S. and R. R. Co	274,415 48
Total	$ 275,015 48

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 64,699 00	$ 48,808 01	$ 113,507 01
Maintenance of equipment	25,003 69	31,785 15	56,788 84
Conducting transportation	172,010 55	160,140 39	332,150 94
General expenses	22,541 08	20,941 14	43,482 22
Grand total	$ 284,254 32	$ 261,674 69	$ 545,929 01
OPERATING EXPENSES:			
Maintenance of way and structures	$ 3,396 66	$ 2,562 42	$ 5,959 08
Maintenance of equipment	1,312 50	1,668 87	2,981 37
Conducting transportation	9,030 51	8,407 37	17,437 88
General expenses	1,183 49	1,099 41	2,282 90
Total	$ 14,923 16	$ 13,738 07	$ 28,661 23

Percentage of expenses to earnings—entire line, 123 per cent.

RENTALS PAID.

Name of road—Georgia, Carolina and Northern Railway Co. Cash, $146,199.59

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Tracks—Wando to Union Passenger Depot, Atlanta. Cash, $62,599.98.

The contract is with N. C. and St. Louis Railway, who are lessees of W. & O. R. R.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		ASSETS.	JUNE 30, 1893.		YEAR END'NG June 30, 1893.
Item.	Total.		Item.	Total.	Decrease.
$ 57,475 25	$ 57,475 25	Cash and current assets	$ 44,142 24	$ 44,142 24	
796 06	796 06	Materials and supplies	11,047 63	11,047 63	
$ 58,271 31	$ 58,271 31	Grand total		$ 55,189 87	$ 3,081 44
		LIABILITIES.			
	$ 58,271 31	Current liabilities		$ 55,189 87	$ 3,081 44

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers—Division	6	1,878	$ 9,133 86	$ 4 68
General office clerks—Division	5	1,565	2,585 66	1 65
Station agents	37	11,581	20,604 00	1 78
Other station men	46	14,398	15,667 70	1 09
Enginemen	22	6,886	26,592 24	3 86
Firemen	22	6,886	7,920 00	1 15
Conductors	22	6,886	17,532 60	2 54
Other trainmen	51	15,963	16,327 20	1 02
Machinists	9	2,817	7,884 00	2 75
Carpenters	6	1,868	2,903 40	1 60
Other shopmen	13	4,069	6,256 20	1 53
Section foremen	40	12,520	16,200 00	1 29
Other trackmen	469	146,797	102,757 90	70
Switchmen, flagmen and watchmen	10	3,131	3,378 00	1 06
Telegraph operators and dispatchers	15	4,675	8,125 25	1 74
All other employees and laborers	40	12,520	15,210 00	1 21
Total (including "General Officers")	813	254,440	$ 279,077 51	$ 1 10
Less "General Officers"	6	1,878	9,133 36	4 86
Total (excluding "General Officers")	807	252,562	$ 270,944 15	$ 1 07
DISTRIBUTION OF ABOVE:				
General administration	11	3,443	$ 11,719 02	$ 3 40
Maintenance of way and structures	534	167,142	128,464 15	77
Maintenance of equipment	33	10,319	18,944 85	1 84
Conducting transportation	235	73,563	119,849 49	1 63
Total (including "General Officers")	813	254,340	$ 279,077 51	$ 1 10
Less "General Officers"	6	1,878	9,133 36	4 86
Total (excluding "General Officers")	807	252,446	$ 269,944 15	$ 1 07

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	148,943			
Number of passengers carried one mile	6,069,896			
Average distance carried	40.744			
Total passenger revenue		145,211	71	
Average amount received from each passenger			97	475
Average receipts per passenger per mile			2	392
Estimated cost of carrying each passenger one mile			4	083
Total passenger earnings		175,643	75	
Passenger earnings per mile of road		533	86	
Passenger earnings per train mile			35	333
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	130,985			
Number of tons carried one mile	12,696,505			
Average distance haul of one ton	40.247			
Total freight revenue		263,620	43	
Average amount received for each ton of freight		2	1	280
Average receipts per ton per mile			20	763
Estimated cost of carrying one ton one mile			20	610
Total freight earnings		263,620	43	
Freight earnings per mile of road		969	19	
Freight earnings per train mile			83	566
PASSENGER AND FREIGHT:				
Passenger and freight revenue		408,832	14	
Passenger and freight revenue per mile of road		1,503	5	
Passenger and freight earnings		439,264	18	
Passenger and freight earnings per mile of road		1,614	94	
Gross earnings from operation		443,524	81	
Gross earnings from operation per mile of road		1,630	60	
Gross earnings from operation per train mile			60	779
Expenses		545,929	1	
Expenses per mile of road		2,007	9	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	410,982
Miles run by freight trains	315,461
Total mileage trains earning revenue	726,443
Miles run by switching trains	48,489
Miles run by construction and other trains	91,441
Grand total train mileage	866,373

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line Operated Under Lease.	Line Operated Under Contract, etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	RAILS. Steel.
Miles of single track	266 20	8.10	3.00	277.30		277.30
Miles of yard track and sidings	24.80			24 80	1.58	24.80
Tot'l mileage operat'd (all tracks)	291.00	8.10	3.00	302.10		302 10

MILEAGE OF LINE BY STATES.

STATE.	Line Operated Under Lease.	Line Operated Under Contract, etc.	New Line Constructed During Year.	Total Mileage, Excluding Trackage Rights.	Line Operated Under Trackage Rights.	RAILS. Steel.
North Carolina	14.30			14.30		14.30
South Carolina	136.52			136.52		136.52
Georgia	115 38			115.38		115.38
Georgia (S. A. L. Branch R. R.)		8.10	8.10	8.10		8.10
Georgia (W. and A. R. R.)					3.00	3.
Tot'l mileage oper'e'd (single tr'k)				274.30		277.30

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

White and post-oak (number)	16,939
Average price at distributing point	35 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal-Bituminous. Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	7,916.16	435,389	40.73
Freight	14,856.71	360,647	91.73
Switching	978.44	44,030	49.77
Construction	2,242.67	89,707	56.00
Total	25,994.00		
Average cost at distributing point	$ 3.16		

ACCIDENTS TO PERSONS.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling				25				
Fall'g fr'm trains and eng'n's	1			3	1	1		
Collisions		3						
Derailments		4		1		1		
Other train accidents						1		
Other causes		4		2	3	7		
Total	1	11		31	4	11	5	53

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions		2						
At highway crossings						2		
At stations				5				
Other causes		1	4	4				
Total		3	4	9		2	4	11

Digitized by Google

RALEIGH AND AUGUSTA AIR LINE RAILROAD.

HISTORY.

The Raleigh and Augusta Air Line Railroad Company was organized April, 1861, as Chatham Railroad Company (name changed under Act December 13, 1871) under laws of North Carolina, Acts February 15, 1861, February 10, 1862, February 5, 1863, March, 1868, August 3, 1868, August 15, 1868, September 17, 1868, December 18, 1868, April 10, 1869, December 13, 1871.

Main line completed September 13, 1877; is controlled by the Raleigh and Gaston Railroad Company.

No limitation as to duration of corporate powers in the original Act ratified the 15th day of February, 1861.

The Chatham Railroad Company was chartered 1855, for the purpose of effecting railroad communication between Deep River at or near the coal fields in the county of Chatham and the city of Raleigh, or some point on the North Carolina Railroad west of the city of Raleigh, with a capital stock of $800,000.

Pittsboro Railroad; a branch of the Raleigh and Augusta Air Line; Moncure to Pittsboro, twelve miles. Chartered in 1886, and road built and opened in same year. Leased to the Raleigh and Augusta Air Line Railroad Company, which practically owns the road.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Secretary-Treasurer	W. W. Vass	Raleigh, N. C.
Attorney, or General Counsel	Legh R. Watts	Portsmouth, Va.
Auditor	J. B. Martin	Portsmouth, Va.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	William Moncure	Raleigh, N. C.
Traffic Manager	O. V. Smith	Portsmouth, Va.

PROPERTY OPERATED.

Raleigh and Augusta Air Line Railroad—from Raleigh, N. C., to Gibson, N. C., miles	107.27
Pittsboro Railroad—from Moncure, N. C., to Pittsboro, N. C., miles	12.
Total	119.27

CAPITAL STOCK.

Capital stock—number of shares authorized	8,736
Par value of shares	$ 100 00
Total par value authorized	873,600 00
Total amount issued and outstanding	873,600 00
Issued for cash—total number of shares issued	8,736
Total cash realized	873,600 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bonds. Date of issue, 1886. When due, 1926.	
Amount of authorized issue	$ 1,000,000 00
Amount issued	1,000,000 00
Amount outstanding	1,000,000 00
Cash realized on amount issued	1,000,000 00
Rate of interest, 6 per cent. When payable, January and July.	
Amount interest accrued during year	60,000 00
Amount interest paid during year	60,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 1,000,000 00
Amount outstanding	1,000,000 00
Amount interest accrued during year	60,000 00
Amount interest paid during year	60,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 1,852 01
Bills receivable	20,380 33
Due from agents	4,994 55
Net traffic balances due from other companies	34,189 90
Other cash assets	24,628 84
Balance—current liabilities	306,896 01
Total	$ 392,941 64

LIABILITIES.

Loans and bills payable	90,000 00
Wages and salaries	8,119 96
Miscellaneous	294,821 68
Total	$ 392,941 64

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Road.	
		To Railroads.		Miles.	Amount.
Capital stock	$ 873,600 00	$ 873,600 00		107.20	$ 8,143 94
Bonds	1,000,000 00	1,000,000 00			9,322 27
Total	$ 1,873,600 00	$ 1,873,600 00		107.20	$ 17,466 21

Digitized by Google

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Buildings, furniture and fixtures—not included in operating expenses	$	4,796 73
Other items—not included in operating expenses		1,000 00
Total construction	$	5,796 73
Total cost construction to June 30, 1892	$	1,902,690 26
Total cost equipment to June 30, 1892		47,199 08
Grand total cost construction, equipment, etc., to June 30, 1892	$	1,949,889 34
Total cost construction to June 30, 1893	$	1,908,486 99
Total cost equipment to June 30, 1893		47,199 08
Grand total cost construction, equipment, etc., to June 30, 1893	$	1,955,686 07
Total cost construction per mile	$	17,789 55
Total cost equipment per mile		440 00
Grand total cost construction, equipment, etc., per mile	$	18,231 43

INCOME ACCOUNT.

Gross earnings from operation	$ 306,586 62		
Less operating expenses	239,878 41		
Income from operation		$	66,708 21
Miscellaneous income			2,377 45
Total income		$	69,085 66
DEDUCTIONS FROM INCOME:			
Interest on funded debt accrued	$ 60,000 00		
Taxes	5,486 77		
Total deductions from income			65,486 77
Net income		$	3,598 89
Surplus from operations of year ending June 30, 1893			3,598 89
Deficit on June 30, 1892, [From "General Balance Sheet"]		$	193,424 74
Deficit on June 30, 1893, [For entry on "General Balance Sheet,"]		$	189,825 85

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 53,485 13		
Less repayments—excess fares refunded		$ 59 30	
Total deductions		$ 59 30	
Total passenger revenue			$ 53,425 83
Mail			7,981 76
Express			3,714 38
Extra baggage and storage			317 48
Other items			188 47
Total passenger earnings			$ 65,627 92
FREIGHT:			
Freight revenue	$ 243,567 25		
Less repayments—overcharge to shippers		$ 7,931 35	
Total deductions		$ 7,931 35	
Total freight revenue			$ 235,635 90
Total freight earnings			$ 235,635 90
Total passenger and freight earnings			$ 301,263 82
OTHER EARNINGS FROM OPERATION:			
Telegraph companies	$ 872 51		
Other sources	4,450 29		
Total other earnings			$ 5,322 80
Total gross earnings from operation—entire line			$ 306,586 62

MISCELLANEOUS INCOME.

Rent Carthage Railroad—net miscellaneous income	$ 1,903 37
Interest received	474 08
Total	$ 2,377 45

Digitized by Google

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of way and structures	$ 12,771 71	$ 40,027 20	$ 52,798 91
Maintenance of equipment	2,208 60	6,996 94	9,205 54
Conducting transportation	34,354 00	110,067 45	144,421 45
General expenses	8,028 32	25,424 19	33,452 51
Grand total	$ 57,362 63	$ 182,515 78	$ 239,878 41

Percentage of expenses to earnings—entire line, 78.29 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	Year Ending June 30, 1893. Increase.
$ 1,902,690 26	Cost of road	$ 1,908,486 99	$ 5,796 73
47,199 08	Cost of equipment	47,199 08	
34,984 09	Other permanent investments	34,984 09	
69,357 69	Cash and current assets	86,045 63	
193,424 74	Profit and loss	189,825 85	
$ 2,247,655 86	Grand total	$ 2,266,541 64	
	Liabilities.		
$ 873,600 00	Capital stock	$ 873,600 00	
1,000,000 00	Funded debt	1,000,000 00	
374,055 86	Current liabilities	392,941 64	18,885 78
$ 2,247,655 86	Grand total	$ 2,266,541 64	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Raleigh, N. C., to Gibson, N. C. (107.27 miles). Amount of mortgage per mile of line—$9,345.79.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers—Division	10	3,130	$ 11,686 24	$ 3 73
General office clerks—Division	15	4,695	4,773 61	1 01
Station agents	18	5,634	8,444 44	1 05
Other station men	31	9,703	11,414 85	1 17
Enginemen	10	3,130	14,491 90	4 63
Firemen	22	6,886	9,796 88	1 27
Conductors	10	3,130	9,664 35	3 08
Other trainmen	22	6,886	7,230 30	1 05
Machinists	5	1,565	2,347 50	1 50
Carpenters	4	1,252	1,523 87	1 21
Section foremen	13	4,368	6,639 36	1 52
Other trackmen	80	25,040	15,024 00	60
Switchmen, flagmen and watchmen	3	936	1,063 72	1 13
Telegraph operators and dispatchers	6	1,878	3,306 52	1 76
All other employees and laborers	32	841	4,948 22	84
Total (including "General Officers")	281	79,074	$ 112,355 76	$ 1 42
Less "General Officers"	10	3,130	11,686 24	3 73
Total (excluding "General Officers")	271	75,944	$ 100,669 52	$ 1 32
DISTRIBUTION OF ABOVE:				
General administration	25	7,825	$ 16,459 85	$ 2 10
Maintenance of way and structures	93	29,408	21,663 36	73
Maintenance of equipment	5	1,565	2,347 50	1 50
Conducting transportation	158	40,276	71,885 05	1 78
Total (including "General Officers")	281	79,074	$ 112,355 76	$ 1 42
Less "General Officers"	10	3,131	11,686 24	3 73
Total (including "General Officers")—entire line	271	75,944	$ 100,669 52	$ 1 32

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried carning revenue	71,881			
Number of passengers carried one mile	2,016,157			
Average distance carried	28.485			
Total passenger revenue		53,425	83	
Average amount received from each passenger			74	325
Average receipts per passenger per mile			2	649
Estimated cost of carrying each passenger one mile			2	851
Total passenger earnings		65,627	92	
Passenger earnings per mile of road		447	94	
Passenger earnings per train mile			51	446
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	235,109			
Number of tons carried one mile	17,994,304			
Average distance haul of one ton	1.026			
Total freight revenue		235,635	90	
Average amount received for each ton of freight		1		224
Average receipts per ton per mile			1	309
Estimated cost of carrying one ton one mile			1	014
Total freight earnings		235,635	90	
Freight earnings per mile of road		1,975	39	
Freight earnings per train mile			97	672
PASSENGER AND FREIGHT:				
Passenger and freight revenue		289,061	73	
Passenger and freight revenue per mile of road		2,423	58	
Passenger and freight earnings		301,203	82	
Passenger and freight earnings per mile of road		2,525	6	
Gross earnings from operation		303,586	62	
Gross earnings from operation per mile of road		2,562	13	
Gross earnings from operation per train mile		88	81	
Expenses		239,878	41	
Expenses per mile of road		2,011	22	
Income from operation		66,708	21	
Income from operation per mile of road		559	30	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	82,561
Miles run by freight trains	241,251
Miles run by mixed trains	21,284
Total mileage trains earning revenue	345,099
Miles run by switching trains	36,740
Miles run by construction and other trains	13,572
Grand total train mileage	395,411

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES:

Switching—total number at end of year	2
Fitted with Westinghouse and Air-Pump train brake.	

CARS IN PASSENGER SERVICE:

Combination passenger cars—total number at end of year	1

CARS IN FREIGHT SERVICE:

Box cars—total number at end of year	37
Flat cars—total number at end of year	55
Other cars—total number at end of year	1
Total	93
Grand total cars	97

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK. Main Line.	Line Operated Under Contract, etc.	Total Mileage Operated.	RAILS. Iron.	RAILS. Steel.
Miles of single track	107.27	12.	119.27	22.27	97.00
Miles of yard track and sidings			11.23	10.46	.77
Total mileage operated (all tracks)	107.27	12.	130.50	32.73	97.77

MILEAGE OF LINE BY STATES.

North Carolina—Line represented by capital stock, main line	107.27
Line operated under contract, etc.	12.
Rails—iron	10.27
Rails—steel	97.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:

Steel (tons)	942.64
Weight per yard (pounds)	60
Average price per ton at distributing point	$ 34 39

NEW TIES LAID DURING YEAR:

Pine and oak (number)	33,045
Average price at distributing point	22 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	12.32	7.40	16.02	907.13	35.20
Freight	14.40	96 46	62.63	2,589.46	48.37
Switching	3.73	6.06	6.76	367.40	36.79
Construction		5.36	2.68	135.72	39.41
Total	30.45	115.28	88.09	3,799.71	
Average cost at distributing point	$ 3 18	$ 1 30			

ACCIDENTS TO PERSONS.

	Killed.	Injured.
Trainmen:		
Falling from trains and engines	1	1
Trespassing:		
Other causes	2	1

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Raleigh, N. C	Hamlet, N. C	96.95	95	25.17	71.78	18.03
Hamlet, N. C	Gibson, N. C	12.32	12	2.31	8.01	2.74
Moncure, N. C	Pittsboro, N. C	12	18	3.50	8.50	2.20
Total		119.27	125	30.98	88.29	22.97

PROFILE.

Working Divisions or Branches.		Ascending Grades.			Descending Grades.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descendi'g Grades. Miles.
Raleigh, N. C	Hamlet, N. C	85	1,205	37.20	93	1,197	41.72
Hamlet, N. C	Gibson, N. C	9	60	2.82	18	80	4.76
Moncure, N. C	Pittsboro, N. C	15	152	7.50	12	99	2.30
Total		109	1,427	47.52	123	1,376	48.78

Digitized by Google

CHARACTERISTICS OF ROAD.—Continued.

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:	
Iron—number	1
Aggregate length, feet	594.6
Wooden—number	1
Aggregate length, feet	501.02
Trestles—number	25
Aggregate length, feet	511
Minimum length, feet	10
Maximum length, feet	350
Overhead highway crossings—bridges, number	3
Height of lowest above surface of rail, feet	16

Gauge of track, four feet nine inches; 107.27 miles. Branch road, gauge of track, four feet nine inches; 12 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	97
Miles of wire	194

OWNED BY ANOTHER COMPANY.

Western Union Telegraph Company—miles of wire and line	97
F. B. Gibson—miles of wire and line	10
D. S. Hudgings—miles of wire and line	12

Digitized by Google

RALEIGH AND GASTON RAILROAD COMPANY.

HISTORY.

The Raleigh and Gaston Railroad Company was organized in the year 1836, under the laws of North Carolina, Acts of December, 1835, and January 6, 1845.

Reorganized September 11, 1851.

The road was opened from Raleigh to Gaston in 1844, and extended to Weldon in 1852. The company owns a controlling interest in the Raleigh and Augusta Air Line Railroad, and a large interest in the Durham and Northern Railroad, also the Carolina Central Railroad and the Georgia, Carolina and Northern Railroad.

Charter expires ninety years from December, 1835. It was amended in 1839, '43, '45, '47, '49, '51, '52, '55, '61 ('66 ordinance of convention), '67. In 1871 the section requiring the officers to reside in North Carolina was repealed.

Surrendered its exemption from taxation, 1893.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. C. Hoffman	Baltimore, Md.
President	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Secretary-Treasurer	W. W. Vass	Raleigh, N. C.
Attorney, or General Counsel	Legh R. Watts	Portsmouth, Va.
Auditor	J. B. Martin	Portsmouth, Va.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	William Moncure	Raleigh, N. C.
Superintendent of Telegraph	D. S. Hudgins	Raleigh, N. C.
Traffic Manager	O. V. Smith	Norfolk, Va.

PROPERTY OPERATED.

Raleigh and Gaston Railroad—From Raleigh to Weldon (miles)	97
Louisburg Railroad—From Franklinton to Louisburg (miles)	10
Total miles of line	107

CAPITAL STOCK.

Capital stock, common—number of shares authorized	15,000
Par value of shares	$ 100
Total par value authorized	1,500,000 00
Total amount issued and outstanding	1,500,000 00
Dividends declared during year, rate 2 per cent	30,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for reorganization—common, total number of shares issued	15,000 00
Total cash realized	1,500 000 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bond. Date of issue, 1873. When due, 1893.

Amount of authorized issue	$ 1,000,000 00
Amount issued	1,000,000 00
Amount outstanding	1,000,000 00
Cash realized on amount issued	1,000,000 00
Rate of interest 8 per cent. When payable, January and July.	
Amount of interest accrued during year	80,000 00
Amount interest paid during year	80,000 00

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 1,000,000 00
Amount outstanding	1,000,000 00
Interest—amount accrued during year	80,000 00
Amount paid during year	80,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 6,367 53
Bills receivable	842,434 37
Due from agents	9,207 12
Net traffic balances due from other companies	7,813 92
Due from solvent companies and individuals	296,913 42
Total	$ 1,162,736 36

LIABILITIES.

Miscellaneous	25,876 86
Balance—cash assets	1,136,859 50
Total	$ 1,162,736 36

Materials and supplies on hand, $25,959.67.

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 1,500,000 00
Bonds—total amount outstanding	1,000,000 00
Total	$ 2,500,000 00
Capital stock—apportionment to railroads	1,500,000 00
Bonds—apportionment to railroads	1,000,000 00
Total	$ 2,500,000 00
Capital stock—amount per mile of road (97 miles)	15,463 92
Bonds—amount per mile of road (97 miles)	10,309 27
Total	$ 25,773 19

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Buildings, furniture and fixtures (not included in operating expenses)	$	6,490 60
Shop machinery and tools		30 21
Total construction	$	6,520 81
Total cost construction to June 30, 1892		1,565,324 88
Total cost equipment to June 30, 1892		95,437 65
Grand total cost construction, equipment, etc., to June 30, 1892	$	1,660,762 53
Total cost construction to June 30, 1893		1,571,845 69
Total cost equipment to June 30, 1893		95,437 65
Grand total cost construction, equipment, etc., to June 30, 1893	$	1,667,283 34
Total cost construction per mile		16,204 59
Total cost equipment per mile		983 89
Grand total cost construction, equipment, etc., per mile	$	17,189 56

INCOME ACCOUNT.

Gross earnings from operation	$ 475,674 67		
Less operating expenses	326,611 02		
Income from operation		$	149,063 65
Dividends on stocks owned	$ 7,216 00		
Miscellaneous income—less expenses	74,052 64		
Income from other sources			81,268 64
Total income		$	230,332 29
DEDUCTIONS FROM INCOME:			
Interest on funded debt accrued	$ 80,000 00		
Taxes	1,153 94		
Other deductions	138,068 56		
Total deductions from income			219,222 50
Net income		$	11,109 79
Dividends, 2 per cent. common stock	$ 30,000 00		
Total			30,000 00
Deficit from operations of year ending June 30, 1893		$	18,890 21
Surplus on June 30, 1892 [From "General Balance Sheet," 1892 Report]			1,606,494 08
Deductions for year		$	18,890 21
Surplus on June 30, 1893 [For entry on "General Balance Sheet,"]		$	1,587,603 87

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 88,996 99		
Tickets redeemed		$ 6 35	
Excess fares refunded		122 08	
Total deductions		$ 128 43	
Total passenger revenue			$ 88,868 56
Mail			11,403 56
Express			6,623 63
Extra baggage and storage			990 12
Other items			268 78
Total passenger earnings			$ 108,154 65
FREIGHT:			
Freight revenue	$ 320,006 46		
Overcharge to shippers		$ 6,515 29	
Total deductions		$ 6,515 29	
Total freight revenue			313,491 17
Total freight earnings			$ 313,491 17
Total passenger and freight earnings			$ 421,645 82
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance	$ 43,956 12		
Telegraph companies	613 25		
Rents not otherwise provided for	440 00		
Other sources	9,019 48		
Total other earnings			54,028 85
Total gross earnings from operation—entire line			$ 475,674 67

Digitized by Google

STOCKS OWNED.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Georgia, Carolina and Northern Railway	$ 250,000 00			$ 250,000 00
Durham and Northern Railway	150,000 00	2	$ 3,000 00	150,000 00
Raleigh and Augusta Air Line Railroad	772,200 00			157,273 50
Raleigh and Gaston Railroad	182,800 00	2	3,656 00	87,900 50
Carolina Southern Railroad	3,000 00			3,000 00
Louisburg Railroad	100 00			45 00
Richmond, Fredericksb'g and Potomac R.R.	8,000 00	7	560 00	9,695 00
Columbia, Newberry and Laurens Railroad	5,001 00			5,001 00
Seaboard Air Line Belt Railroad	25,000 00			25,000 00
Total	$ 1,396,101 00		$ 7,216 00	$ 687,975 00

BONDS OWNED.

Second mortgage income registered bonds Carolina Central Railroad, with coupons attached	$ 442,000 00
Valuation	451,791 08

MISCELLANEOUS INCOME.

Outside rent—net miscellaneous income	$ 2,011 71
Miscellaneous interest—net miscellaneous income	69,980 93
Premium on bonds sold—net miscellaneous income	2,060 00
Total	$ 74,052 64

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 20,222 27	$ 26,870 12	$ 47,098 39
Maintenance of equipment	35,563 10	47,141 85	82,704 95
Conducting transportation	54,013 01	74,598 43	128,611 44
General expenses	29,323 93	38,872 31	68,196 24
Grand total	$ 139,122 31	$ 187,488 71	$ 326,611 02

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		ASSETS.	JUNE 30, 1893.	YEAR ENDING June 30, 1893.	
Item.	Total.		Total.	Increase.	Decrease.
	$1,565,324 88	Cost of road	$ 1,571,845 69	$ 6,520 81	
	95,437 65	Cost of equipment	95,437 65		
	632,975 00	Stocks owned	687,975 00	25,000 00	
	657,791 08	Bonds owned	451,791 08		$ 206,000 00
	60,546 43	Other permanent investments	117,735 28	57,188 85	
	1,057,758 33	Cash and current assets	1,162,736 36	104,978 03	
$ 46,253 50		Other assets—materials and supplies	25,959 67		20,293 83
29,227 87	75,481 37	Sundries			
	$4,175,314 71	Grand total	$ 4,113,480 73	$ 193,687 69	$ 226,293 83
		LIABILITIES.			
	$1,500,000 00	Capital stock	$ 1,500,000 00		
	1,000,000 00	Funded debt	1,000,000 00		
	56,053 06	Current liabilities	25,876 86		$ 30,176 20
	1,619,261 68	Profit and loss	1,587,603 87		31,657 81
	$4,175,314 71	Grand total	$ 4,113,480 73		$ 61,834 01

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Raleigh, N. C., to Weldon, N. C. (97 miles). Amount of mortgage per mile of line—$10,309.28.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	10	3,130	$ 20,512 64	$ 6 74
General office clerks	15	5,475	7,487 51	1 37
Station agents	18	5,634	10,215 96	1 81
Other station men	44	13,772	16,577 53	1 21
Enginemen	21	6,573	17,823 55	2 71
Firemen	21	6,573	5,768 70	89
Conductors	15	4,695	6,469 44	1 38
Other trainmen	34	10,642	11,171 41	1 05
Machinists	18	5,634	12,123 60	2 15
Carpenters	19	5,947	10,061 88	1 69
Other shopmen	39	12,207	18,615 14	1 52
Section foremen	14	4,382	6,060 00	1 38
Other trackmen	88	27,544	16,526 40	60
Switchmen, flagmen, and watchmen	5	1,565	2,112 50	1 35
Telegraph operators and dispatchers	10	3,130	3,912 50	1 25
Employees—account floating equipment	6	1,878	1,879 20	1 00
All other employees and laborers	60	18,780	17,554 85	93
Total (including "General Officers")	437	137,561	$ 184,872 84	$ 1 36
Less "General Officers"	10	3,130	20,512 64	6 74
Total (excluding "General Officers")	427	134,431	$ 164,360 20	$ 1 23
DISTRIBUTION OF ABOVE:				
General administration	10	3,130	$ 20,512 64	$ 6 74
Maintenance of way and structures	102	31,926	20,586 40	68
Maintenance of equipment	76	23,788	40,800 62	1 72
Conducting transportation	249	78,717	102,973 18	1 32
Total (including "General Officers")	437	137,561	$ 184,872 84	$ 1 36
Less "General Officers"	10	3,130	20,512 64	6 74
Total (including "General Officers"—entire line	427	134,431	$ 164,360 20	$ 1 23

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	118,501			
Number of passengers carried one mile	3,495,289			
Average distance carried	29.495			
Total passenger revenue		88,868	56	
Average amount received from each passenger			74	993
Average receipts per passenger per mile			2	542
Estimated cost of carrying each passenger one mile			3	694
Total passenger earnings		108,154	65	
Passenger earnings per mile of road		1,010	79	
Passenger earnings per train mile		56	56	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	279,015			
Number of tons carried one mile	6,759,294			
Average distance haul of one ton	629.6			
Total freight revenue		313,491	17	
Average amount received for each ton of freight		1	12	320
Average receipts per ton per mile			4	638
Estimated cost of carrying one ton one mile			2	775
Total freight earnings		313,491	17	
Freight earnings per mile of road		2,929	82	
Freight earnings per train mile		1,783	93	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		402,359	73	
Passenger and freight revenue per mile of road		3,760	37	
Passenger and freight earnings		421,645	82	
Passenger and freight earnings per mile of road		3,940	61	
Gross earnings from operation		475,674	67	
Gross earnings from operation per mile of road		4,445	55	
Gross earnings from operation per train mile		1	42	941
Expenses		326,611	2	
Expenses per mile of road		3,052	44	
Income from operation		149,063	65	
Income from operation per mile of road		1,393	11	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	144,582
Miles run by freight trains	175,674
Miles run by mixed trains	12,520
Total mileage trains earning revenue	332,776
Miles run by switching trains	42,580
Miles run by construction and other trains	9,540
Grand total train mileage	384,896

DESCRIPTION OF EQUIPMENT.

ITEM.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	4	4	Westinghouse	4	Janney.
Freight	22	15	Westinghouse	10	Janney.
Switching	2		Am. Brake Co.		
Total locomotives	28	19		14	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	3	3	Westinghouse	3	Janney.
Second-class passenger cars	9	9	Westinghouse	9	Janney.
Combination passenger cars	5	5	Westinghouse	5	Janney.
Sleeping cars	3	3	Westinghouse	3	Janney.
Baggage, express and postal cars	6	6	Westinghouse	6	Janney.
Other cars in passenger service	1	1	Westinghouse	1	Janney.
Total	27				
CARS IN FREIGHT SERVICE:					
Box cars	291	7	Westinghouse	48	Janney.
Flat cars	399			99	Janney. 1 Thurber.
Stock cars	3				
Total	693				
CARS IN COMPANY'S SERVICE:					
Caboose cars	11				
Other road cars	30				
Total	41				
Total cars owned	761				
Grand total cars	761				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Contract, etc.	Total Mileage Operated.	Rails	
				Iron.	Steel.
Miles of single track	97	10	107		107
Miles of yard track and sidings	14 85		14.85	12.60	2.25
Total mileage operated (all tracks)	111.85	10	121.85	12.60	109.25

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	97
Miles of steel rails	97

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Number—oak	46,123
Average price at distributing point	32 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	2,909	282	3,070	147,590	46.22
Freight	6,199	278	6,338	188,293	80.70
Switching	404	890	819	42,580	44.66
Construction		403	201	9,540	47.19
Total	9,512	1,853	10,438	388,003	54.69
Average cost at distributing point	$ 2 85	$ 1 50			

ACCIDENTS TO PERSONS.

Trainmen:

Coupling and uncoupling, injured	4

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Weldon, N. C.	Raleigh, N. C.	97	77	37.90	59.10	18.07
Franklinton, N. C.	Louisburg, N. C.	10	14	3.90	6.10	2.19
Total		107	91	41.80	65.20	20.26

Working Divisions and Branches.		Profile.					
		Ascending Grades.			Descending Grades.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents Feet.	Aggregate Length of Descend'g Grades. Miles.
Weldon, N. C.	Raleigh, N. C.	57	884	39.51	55	686	39.42
Franklinton, N. C.	Louisburg, N. C.	15	88	2.59	25	110	5.22
Total		72	972	42.10	80	796	44.64

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:

Combination—number	6
Aggregate length, feet	2,310
Minimum length, feet	75
Maximum length, feet	825
Overhead highway crossings, bridges—number	1
Height above surface of rail, feet	20

Gauge of track, four feet nine inches; 97 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line operated by this company	97
Miles of wire operated by this company	194

OWNED BY ANOTHER COMPANY.

Western Union Telegraph Company—miles of line	97
Miles of wire	194
I. J. Cheatham—miles of line and wire	10

Digitized by Google

ROANOKE AND TAR RIVER RAILROAD COMPANY.

HISTORY.

The Roanoke and Tar River Railroad Company was organized May 4, 1886, under the laws of the State of North Carolina, Act passed March 5, 1885.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Levern Eyre	Portsmouth, Va.
Secretary-Treasurer	W. W. Chamberlain	Portsmouth, Va.
General Manager	John C. Winder	Raleigh, N. C.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	T. W. Whisnant	Portsmouth, Va.

TERMINALS.

Virginia and North Carolina State line to Lewiston (miles) 32.30

PROPERTY LEASED.

LEASED TO SEABOARD AND ROANOKE RAILROAD COMPANY.

Agreement and lease, dated April, 1887, under which the Seaboard and Roanoke Railroad Company agrees to lease the road and all its property during the corporate existence of the company, and operate the same; to perform all of its duties to the public, including the payment of taxes, and to maintain the property, paying therefor at the rate of five thousand dollars for each mile of completed road per annum.

CAPITAL STOCK.

Capital stock, common—number of shares authorized		550 00
Par value of shares	$	100 00
Total par value authorized		1,500,000 00
Total amount issued and outstanding		5,150 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common—total number of shares issued		515 00
Total cash realized, common	$	5,150 00

Ten per cent. of the subscription only has been called for.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1887. When due, 1917.

Amount of authorized issue	$	260,000 00
Amount outstanding		260,000 00
Cash realized on amount issued		260,000 00
Amount of interest accrued during year		15,600 00
Amount of interest paid during year		15,600 00

Rate of interest, 6 per cent. When payable, April and October.

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Class of debt—First mortgage bonds, amount issued	$ 260,000 00
Amount outstanding	260,000 00
Amount interest accrued during year	15,600 00
Amount interest paid during year	15,600 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 2,555 60

LIABILITIES.

Balance—cash assets	$ 2,555 60

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment To Railroads.	Miles.	Amount per Mile of Road. Amount.
Capital stock	$ 5,150 00	$ 5,150 00	32.3	$ 159 44
Bonds	260,000 00	260,000 00	32.3	8,049 54
Total	$ 265,150 00	$ 265,150 00	32.3	$ 8,208 98

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
Construction:			
Right-of-way	$ 1,000 00	$ 1,000 00	$ 30 96
Other real estate	3,200 00	3,200 00	99 00
Grading and bridge and culvert masonry	85,000 00	85,000 00	2,651 59
Bridges and trestles	30,000 00	30,000 00	928 79
Rails	98,000 00	98,000 00	3,034 06
Ties	23,000 00	23,000 00	712 08
Buildings, furniture and fixtures	7,500 00	7,500 00	232 20
Engineering expenses	10,000 00	10,000 00	309 60
Interest during construction	5,500 00	5,500 00	170 29
Sidings and yard extensions	1,500 00	1,500 00	46 47
Other items	1,419 40	1,419 40	43 95
Total construction	$ 266,119 40	$ 266,119 40	$ 8,238 99
Grand total cost construction	$ 266,119 40	$ 266,119 40	$ 8,238 99

Digitized by Google

INCOME ACCOUNT.

Income from lease of road		$ 16,250 00
Total income		$ 16,250 00
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 15,600 00	
Total deductions from income		15,600 00
Net income		$ 650 00
Surplus from operations of year ending June 30, 1893		650 00
Surplus on June 30, 1892. [from "General Balance Sheet"]		2,875 00
Additions for year		$ 650 00
Surplus on June 30, 1893, [for entry on "General Balance Sheet"]		$ 3,525 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.
$ 266,119 40	Cost of road	$ 266,119 40	
1,905 60	Cash and current assets	2,555 60	$ 650 00
$ 268,025 00	Grand total	$ 268,675 00	$ 650 00
	LIABILITIES.		
$ 5,150 00	Capital stock	$ 5,150 00	
260,000 00	Funded debt	260,000 00	
2,875 00	Profit and loss	3,525 00	$ 650 00
$ 268,025 00	Grand total	$ 268,675 00	

Digitized by Google

SEABOARD AND ROANOKE RAILROAD COMPANY.

HISTORY.

The Seaboard and Roanoke Railroad Company was organized July 5, 1847, under the laws of the State of Virginia, Act passed March 10, 1847.

United with the Roanoke Railroad Company, under Act passed February 1, 1848, by Virginia Assembly, and January 29, 1849, by North Carolina Assembly, Act to incorporate the Roanoke Railroad Company, ratified January 15, 1847. The former name of the company was Portsmouth and Roanoke Railroad Company, reorganized under Acts of Virginia, March 8, 1832.

The company has a large interest in the Carolina Central, the Raleigh and Gaston, the Raleigh and Augusta Air Line, Georgia, Carolina and Northern, the Pittsboro and the Carthage Railroads.

The corporate powers of this company were granted for sixty years from the passage of the Act creating the Portsmouth and Roanoke Railroad Company, passed at the session of 1832.

This corporation was chartered for the purpose of making a railroad from the town of Portsmouth in the State of Virginia to some point on the Roanoke river to be selected by the company.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. C. Hoffman	Baltimore, Md.
President	R. C. Hoffman	Baltimore, Md.
Vice-President and Gen'l Manager	John C. Winder	Raleigh, N. C.
Secretary-Treasurer	Wm. W. Chamberlain	Portsmouth, Va.
General Counsel	Leigh R. Watts	Portsmouth, Va.
Auditor	J. B. Martin	Portsmouth, Va.
General Superintendent	L. T. Myers	Portsmouth, Va.
Division Superintendent	T. W. Whisnant	Portsmouth, Va.
General Agent	John H. Winder	Atlanta, Ga.
Superintendent of Telegraph	D. S. Hudgins	Raleigh, N. C.
Traffic Manager	O. V. Smith	Norfolk, Va.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Seaboard and Roanoke R. R.	Portsmouth, Va.	Weldon, N. C.	78.6	
Seaboard and Roanoke R. R.	Boykins, Va.	State Line Va., N.C.	2.7	81.3
Roanoke and Tar River R. R.	State Line Va., N.C.	Lewiston, N. C.	32.3	32.3
Total				113.6

Digitized by Google

CAPITAL STOCK.

Description.	Number of Shares Authorz'd	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year. Rate.	Amount.
Capital stock—common	10,587	$ 100 00	$ 1,500,000 00	$ 1,058,700 00	5	$ 52,935 00
Preferred	2,000	100 00	200,000 00	200,000 00	7	14,000 00
Second preferred	442	100 00	90,000 00	44,200 00	7	3,094 00
Total	13,029		$ 1,790,000 00	$ 1,302,900 00		$ 70,029 00

Manner of Payment for Capital Stock.	Total Number of Shares.	Total Cash Realized.
*Issued for cash—common	4,440	$ 431,500 00
‡Issued for bonds—common	6,147	606,450 00
‡Preferred	2,442	244,200 00
Total	13,029	$ 1,282,150 00

*Entered on bonds as subscription.
‡Issued in settlement of bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time. Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First mortgage	1886	1926	$ 2,500,000 00	$ 2,000,000 00	$ 2,000,000 00	$ 2,058,058 12
Registered sixes	1886	1916	690,000 00	690,000 00	690,000 00	690,000 00
Dividend obligations	1872		200,000 00	85,500 00	85,500 00	85,500 00
Convertible loan	1873	1883	55,412 00	55,412 00	104 00	55,412 00
Grand total			$ 3,445,412 00	$ 2,830,912 00	$ 2,775,604 00	$ 2,888,970 12

Class of Bond or Obligation.	Interest. Rate per Cent.	When Pay'ble	Amount Accrued During Year.	Amount Paid During Year.
First mortgage	5	Jan. & July.	$ 95,060 00	$ 95,060 00
Registered sixes	6	Feb. & Aug.	41,400 00	41,400 00
Dividend obligations	contingt	May & Nov.	5,985 00	5,985 00
Convertible loan	7	past due.		
Grand total			$ 142,445 00	$ 142,445 00

Digitized by Google

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation—one-half Series A. Date of issue, June 1, 1890. Term, 10 years. Equipment covered—3 passenger engines 16x24, 8 freight engines, 1 superintendent's car, 3 mail, baggage and express cars, 5 second-class passenger or combination cars, 4 first-class passenger cars, 200 box cars, 15 caboose cars.

Series or other designation—one-half Series B. Date of issue, June 1, 1891. Term, 10 years. Equipment covered—4 shifting engines, 4 freight engines, 4 passenger engines 18x24, 3 postal cars, 5 first-class passenger cars, 200 box cars, 25 coal gondolas.

STATEMENT OF AMOUNT.

Series or other Designation.	Deferred Payments—Principal.		Deferred Payments—Interest.			
	Original Amount.	Amount Outstanding	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate.
One-half Series A	$ 125,000 00	$ 90,000 00	$ 6,250 00	$ 5,000 00	$ 5,000 00	5
One-half Series B	125,000 00	100,000 00	6,250 00	5,625 00	5,625 00	5
One-half Series C	125,000 00	125,000 00	6,250 00			5
Total	$ 375,000 00	$ 315,000 00	$ 18,750 00	$ 10,625 00	$ 10,625 00	
Miscellaneous obligations	830,912 00	775,604 00		47,385 00	47,385 00	
Total Miscellaneous obligat'ns	$1,205,912 00	$1,090,604 00	$ 18,750 00	$ 58,010 00	$ 58,010 00	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued. During Year.	Amount Paid During Year.
Mortgage bonds	$ 2,000,000 00	$ 2,000,000 00	$ 95,060 00	$ 95,060 00
Miscellaneous obligations	1,205,912 00	1,090,604 00	58,010 00	58,010 00
Total	$ 3,205,912 00	$ 3,090,604 00	$ 153,070 00	$ 153,070 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 20,157 47
Bills receivable	720,723 55
Due from agents	20,910 06
Net traffic balances due from other companies	18,542 46
Due from solvent companies and individuals	175,069 27
Total	$ 955,402 81

LIABILITIES.

Wages and salaries	14,831 33
Miscellaneous	10,489 10
Balance—cash assets	930,082 38
Total	$ 955,402 81

Materials and supplies on hand, $33,834.26.

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT. To Railroads.	AMOUNT PER MILE OF ROAD. Miles.	Amount.
Capital stock	$ 1,302,900 00	$ 1,302,900 00	81.3	
Bonds	2,775,604 00	2,775,604 00	81.3	
Equipment trust obligations	375,000 00	375,000 00	81.3	
Current liabilities	25,320 43	25,320 43	81.3	
Total	$ 4,478,824 43	$ 4,478,824 43	81.3	$ 55,090 09

FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD. Miles.	Amount.
Seaboard and Roanoke	$1,302,900 00	$3,090,604 00	$ 25,320 43	$4,418,824 43	81.3	51,090 09
Roanoke and Tar River	5,150 00	260,000 00		265,150 00	32.3	8,065 00
Total carried forward	$1,308,050 00	3,350,604 00	$ 25,320 43	$4,683,974 43	113.6	41,232 17

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipm't.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:				
Right-of-way	$ 7,500 00	$ 110,575 00	$ 118,075 00	$ 1,452 45
Other real estate		402,668 20	402,668 20	4,952 86
Grading, bridge and culvert masonry		450,000 00	450,000 00	5,535 05
Bridges and trestles	2,622 53	241,596 42	244,218 95	3,003 92
Rails		363,539 62	363,539 62	4,471 59
Ties		60,000 00	60,000 00	738 00
Other superstructure		29,330 16	29,330 16	360 76
Buildings, furniture and fixtures	188 82	203,460 97	203,649 79	2,504 92
Shop machinery and tools	276 35	29,954 42	30,230 77	371 84
Engineering expenses		34,104 66	34,104 66	419 50
Interest during construction		36,000 00	36,000 00	442 80
Telegraph line	36 00	7,851 82	7,890 82	97 06
Wharfing, etc		101,771 68	101,771 68	1,251 80
Sidings and yard extensions	968 18	37,566 72	38,534 90	473 98
Terminal facilities and elevators	19,781 13	128,103 95	147,885 08	1,819 00
Other items	7,455 19	314,509 45	321,964 64	3,960 20
Total construction	$ 38,828 20	$ 2,551,036 07	$ 2,589,864 27	$ 31,855 66
EQUIPMENT:				
Locomotives		60,000 00	60,000 00	738 00
Passenger cars		24,000 00	24,000 00	295 20
Sleeping, parlor and dining cars		7,450 00	7,450 00	91 63
Baggage, express and postal cars		6,000 00	6,000 00	73 80
Combination cars		11,997 80	11,997 80	147 58
Freight cars		155,514 79	155,514 79	1,912 86
Other cars of all classes	15 45	5,082 26	5,097 71	62 70
Floating equipment		21,591 54	21,591 54	265 58
Total equipment	$ 15 45	$ 291,636 39	$ 291,651 84	$ 3,587 35
Grand total cost construct'n, equipment	$ 38,843 65	$ 2,842,672 46	$ 2,881,516 11	$ 35,443 01
Total cost construction, equipment—N.C	$ 17,790 40	$ 1,301,943 99	$ 1,319,734 39	$ 16,232 90

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 719,009 82	
Less operating expenses	494,207 72	
Income from operation		$ 225,612 10
Dividends on stocks owned	$ 38,815 00	
Interest on bonds owned	27,458 00	
Miscellaneous income—less expenses	77,499 96	
Income from other sources		143,772 96
Total income		$ 369,385 06
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 140,735 00	
Rents	16,250 00	
Taxes	26,896 94	
Other deductions	147,427 49	
Total deductions from income		331,309 43
Net income		$ 38,075 63
Dividends, 5 per cent. common stock	$ 52,935 00	
Dividends, 7 per cent. preferred stock	17,094 00	
Total		70,029 00
Deficit from operations of year ending June 30, 1893		$ 31,953 37
Surplus on June 30, 1892 [From "General Balance Sheet," 1892 Report]		1,665,889 09
Deductions for year		$ 31,953 37
Surplus on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 1,633,935 72

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 91,884 43		
Less repayments:			
Tickets redeemed		$ 159 50	
Excess fares refunded		167 67	
Total deductions		$ 327 17	
Total passenger revenue			$ 91,557 26
Mail			8,502 64
Express			9,106 77
Extra baggage and storage			708 16
Total passenger earnings			$ 109,874 83
FREIGHT:			
Freight revenue	$ 575,316 92		
Less repayments—overcharge to shippers		$ 4,334 97	
Total deductions		$ 4,334 97	
Total freight revenue			$ 570,980 95
Total freight earnings			570,980 95
Total passenger and freight earnings			$ 680,855 78
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance	$ 14,799 76		
Switching charges—balance	2,578 50		
Telegraph companies	962 40		
Rents from tracks, yards and terminals	14,383 10		
Other sources	6,330 28		
Total other earnings			$ 39,054 04
Total gross earnings from operation			$ 719,909 82
Total gross earnings from operation—N. C.			$ 329,718 70

Digitized by Google

STOCKS OWNED.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Raleigh and Gaston Railroad Co.	$ 742,200 00	2	$ 14,844 00	$ 369,412 00
Old Dominion Steamship Co.	187,600 00	6	11,256 00	221,870 00
Georgia, Carolina and Northern Railway Co.	248,700 00			248,700 00
Baltimore Steam Packet Co.	127,000 00	10	12,700 00	127,500 00
Seaboard and Roanoke Railroad Co.	300 00	5	15 00	300 00
Consolidated Compress Co.	750 00			800 00
Roanoke & Tar River R. R. Co. (10 per ct. p'd)	500,000 00			5,000 00
Columbia, Newberry and Laurens R. R. Co.	5,001 00			5,001 00
Carolina Southern R. R. Co. (10 per ct. paid)	30,000 00			3,000 00
Seaboard Air Line Belt Railroad Co.	25,000 00			25,000 00
Carolina Central Railroad Company	222,000 00			
Total	$ 2,088,551 00		$ 38,815 00	$ 1,006,583 00

BONDS OWNED.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Richmond, Fredericksburg and Potomac Railroad Co., dividend obligations	$ 1,400 00	7	$ 98 00	$ 557 00
Raleigh and Augusta Air Line Railroad Co., first mortgage bonds	456,000 00	6	27,360 00	456,000 00
Carolina Central Railroad Co. second mortgage income bonds	222,000 00			248,339 64
Total	$ 679,400 00		$ 27,458 00	$ 704,896 64

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks	Gary's to Weldon, N. C.	Petersburg R. R. Co.	$ 5,250 00	
	Shops to Gosport	A. & D. R'y Co	333 33	
Total				$ 5,583 33
Terminals	Sundries	Various Companies for wharfage, etc.	$ 8,799 77	
Total				8,799 77
	Grand total rents receiv'd			$ 14,383 10

Digitized by Google

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income
Rents from property outside of operation	$ 3,925 89	$ 66 25	$ 3,859 64
Interest on accounts and notes	73,637 75		73,637 75
Total	$ 77,563 64	$ 66 25	$ 77,497 39

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES:			
Salaries of officers	$ 10,948 23	$ 20,198 95	$ 31,147 18
Salaries of clerks	2 904 73	5,359 10	8,263 83
General office expenses and supplies	472 38	874 18	1,346 56
Agencies, including salaries and rent	2,601 50	7,813 06	10,414 56
Advertising	605 43	706 51	1,311 94
Insurance	2,966 66	12,278 67	15,245 33
Expense of traffic associations		1,044 82	1,044 82
Rents for tracks, yards, and terminals		2,850 00	2,850 00
Rents not otherwise provided for	463 62	3,168 74	3,632 36
Legal expenses	2,247 78	3 754 54	6,002 32
Stationery and printing	2,399 07	5,049 62	7,448 69
Other general expenses	1,639 94	3,150 61	4,790 55
Total	$ 27,249 34	$ 66,248 80	$ 93,498 14
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 26,740 33	$ 52,622 90	$ 79,363 23
Maintenance of equipment	24,211 81	53,656 29	77,868 10
Conducting transportation	42,357 65	201,210 60	243,568 25
General expenses	27.249 34	66,248 80	93,498 14
Grand total	$ 120.559 13	$ 373,738 59	$ 494,297 72
OPERATING EXPENSES—NORTH CAROLINA:			
Maintenance of way and structures	$ 12,247 07	$ 24,101 29	$ 36,348 36
Maintenance of equipment	11,089 01	24,574 58	35,663 59
Conducting transportation	19,399 80	82,154 46	101,554 26
General expenses	12,479 20	30,342 95	42,822 15
Total	$ 55,215 08	$ 161,173 28	$ 216,388 36

Percentage of expenses to earnings—entire line, 68.6 per cent.

Digitized by Google

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Roanoke and Tar River Railroad, cash	$ 16,250 00

LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
TRACKS:				
London street	Portsmouth, Va.	City of Portsmouth	$ 2,500 00	
North street	Portsmouth, Va.	City of Portsmouth	100 00	
Total				$ 2,600 00
TERMINALS:				
Offices	Various places	Sundries	$ 250 00	
Total				250 00
Grand total rents				$ 2,850 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 2,551,038 07	Cost of road	$ 2,589,864 27	$ 38,828 20	
291,636 39	Cost of equipment	291,651 84	15 45	
981,533 00	Stocks owned	1,006,583 00	25,050 00	
498,896 64	Bonds owned	701,896 64	206,000 00	
41,121 25	Other permanent investments	51,019 72	9,898 47	
621,583 11	Cash and current assets	955,402 81	333,819 70	
	OTHER ASSETS:			
38,472 36	Materials and supplies	38,834 26	361 90	
29,243 70	Interest Seaboard Air Line equipment	47,056 20	17,812 50	
46,064 57	Old rails rented out	52,451 41	6,386 84	
$ 5,099,587 09	Grand total	$ 5,737,760 15	$ 638,173 06	
	LIABILITIES.			
$ 1,302,900 00	Capital stock	$ 1,302,900 00		
2,075,604 00	Funded debt	2,775,604 00	$ 700,000 00	
55,194 00	Current liabilities	25,320 43		$ 29,873 57
1,665,889 09	Profit and loss	1,633,935 72		31,953 37
$ 5,099,587 09	Grand total	$ 5,737,760 15	$ 700,000 00	$ 61,826 94

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage bonds. What road mortgaged—from Portsmouth, Va., to Weldon, N. C. (78.6 miles) branch (2.7 miles).

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	13	4,030	$ 33,899 52	$ 8 41
General office clerks	32	9,920	19,750 20	1 99
Station agents	26	8,060	14,394 48	1 80
Other station men	22	6,820	12,150 00	1 75
Enginemen	22	6,820	23,459 40	3 44
Firemen	22	6,820	8,033 88	1 18
Conductors	11	3,410	8,053 68	2 37
Other trainmen	28	8,680	13,830 24	1 59
Machinists	8	2,480	6,255 24	2 52
Carpenters	43	13,330	25,782 84	1 93
Other shopmen	47	14,570	28,094 76	1 93
Section foremen	16	4,960	8,352 00	1 68
Other trackmen	97	30,070	22,629 00	75
Switchmen, flagmen and watchmen	34	10,540	11,961 00	1 13
Telegraph operators and dispatchers	18	5,580	8,016 48	1 44
Employees—account floating equipment	15	4,650	6,216 96	1 34
All other employees and laborers	156	48,360	50,541 36	1 04
Total (including "General Officers")	610	189,100	$ 301,421 04	$ 1 59
Less "General Officers"	13	4,030	33,899 52	
Total (excluding "General Officers")	597	185,070	$ 267,521 52	$ 1 44
DISTRIBUTION OF ABOVE:				
General administration	17	5,270	$ 37,319 52	$ 7 08
Maintenance of way and structures	122	37,820	34,446 72	91
Maintenance of equipment	133	41,230	75,437 88	1 81
Conducting transportation	338	104,780	154,216 92	1 47
Total (including "General Officers")	610	189,100	$ 301,421 04	$ 1 59
Less "General Officers"	13	4,030	33,899 52	
Total (excluding "General Officers")	597	185,070	267,521 52	1 44
Total (including "General Officers")—entire line	610	189,100	$ 301,421 04	$ 1 59

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	111,590			
Number of passengers carried one mile	3,246,861			
Average distance carried	29.096			
Total passenger revenue		91,557	26	
Average amount received from each passenger			82	047
Average receipts per passenger per mile			2	819
Estimated cost of carrying each passenger one mile			3	713
Total passenger earnings		109,874	83	
Passenger earnings per mile of road		967	20	801
Passenger earnings per train mile			67	702
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	465,904			
Number of tons carried one mile	34,699,384			
Average distance haul of one ton	1.208			
Total freight revenue		570,980	95	
Average amount received for each ton of freight		1	22	553
Average receipts per ton per mile			1	646
Estimated cost of carrying one ton one mile			1	077
Total freight earnings		570,980	95	
Freight earnings per mile of road		5,026	24	075
Freight earnings per train mile		2	28	288
PASSENGER AND FREIGHT:				
Passenger and freight revenue		662,538	21	
Passenger and freight revenue per mile of road		6,832	20	255
Passenger and freight earnings		680,855	78	
Passenger and freight earnings per mile of road		5,991	68	820
Gross earnings from operation		719,909	82	
Gross earnings from operation per mile of road		6,337	23	433
Gross earnings from operation per train mile		1	86	668
Expenses		494,297	72	
Expenses per mile of road		4,351	21	232
Income from operation		225,612	10	
Income from operation per mile of road		1,986	11	003

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	135,235
Miles run by freight trains	249,178
Miles run by mixed trains	1,248
Total mileage trains earning revenue	385,661
Miles run by switching trains	145,182
Miles run by construction and other trains	29,502
Grand total train mileage	560,345

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	3	3	Westinghouse	3	Janney.
Freight	11	9	Westinghouse	10	Janney.
Switching	4			1	Janney.
Total locomotives	18	12		14	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	5	5	Westinghouse	5	Janney.
Second-class passenger cars	3	3	Westinghouse	3	Janney.
Combination passenger cars	4	4	Westinghouse	4	Janney.
Sleeping cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	5	5	Westinghouse	5	Janney.
Total	18	18		18	
CARS IN FREIGHT SERVICE:					
Box cars	215	10	Westinghouse	43	Janney.
Flat cars	286	20		112	Janney.
Total	501	30		155	
CARS IN COMPANY'S SERVICE:					
Caboose cars	8				
Other road cars	3				
Total	11				
Total cars owned	530				
Grand total cars	530				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line.	Branch's and Spurs.			Iron.	Steel.
Miles of single track	78.6	2.70	32.30	113.60		113.6
Miles of yard track and sidings	23.9	.3	2.70	26.90	18.	8.90
Total mileage operated (all tracks)	102.5	3.00	35.00	140.50	18.	122.5

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.
	Main Line.	Branches and Spurs.			Steel.
Virginia	59.58	2.70		62.28	69.28
North Carolina	19.02		32.30	51.32	51.32
Total mileage operated (single track)	78.60	2.70	32.30	113.60	113.60

MILEAGE OWNED.

Seaboard and Roanoke Railroad—line represented by capital stock, main line.. 81.30

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Number—oak	45,486
Average price at distributing point	33 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	2,575	711	3,040	141,167	43.197
Freight	6,883	1,320	7,769	264,816	58.674
Switching	1,188	720	1,668	145,182	22.978
Construction	405	150	505	29,502	34.234
Total	11,057	2,901	12,991	580,667	44.745
Average cost at distributing point	$ 2 75				

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling	1	
PASSENGERS:		
Other causes	1	
TRESPASSING:		
Other causes	2	4

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.		Alignment.				Profile
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Portsmouth, Va	Weldon, N. C	78.60	30	12.90	65.70	42.40
Boykins, Va	Lewiston, N. C	35	20	2.95	32.05	19
Total		113.60	50	15.85	97.75	61.40

Working Divisions and Branches.		Profile.					
		Ascending Grades.			Descending Grades.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descend'g Grades. Miles.
Portsmouth, Va	Weldon, N. C	16	428	19.10	18	358	17.10
Boykins, Va	Lewiston, N. C	14	288	8.30	13	255	7.70
Total		30	716	27.40	31	613	24 80

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:

Iron—number	13
Aggregate length, feet	3,432
Minimum length, feet	16
Maximum length, feet	1,8 0
Trestles—number	4
Aggregate length, feet	687
Minimum length, feet	21
Maximum length, feet	270
Overhead highway crossings, trestles—number	2
Height of lowest above surface of rail, feet	16
Overhead railway crossings, bridges—number	3
Height of lowest above surface of rail, feet	15.8
Trestles—number	1
Height above surface of rail, feet	16.2

Gauge of track, four feet nine inches; 97 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line operated by this company	78.60
Miles of wire operated by this company	78.60

OWNED BY ANOTHER COMPANY.

Western Union Telegraph Company—miles of line	78.60
Miles of wire	157.20

Digitized by Google

RICHMOND AND DANVILLE SYSTEM.

LINES CONTROLLED BY LEASE, OWNERSHIP AND OTHERWISE, OPERATED IN NORTH CAROLINA.

Atlanta and Charlotte Air Line	43.13
Atlantic, Tennessee and Ohio	44.00
Asheville and Spartanburg	41.90
Charlotte, Columbia and Augusta	11.50
Chester and Lenoir (Narrow Gauge)	62.40
Danville and Western	1.00
Danville, Mocksville and Southwestern	8.00
High Point, Randleman, Ashboro and Southern	27.81
Milton and Sutherlin	.40
North Carolina	223.00
North Carolina Midland	26.11
Northwestern North Carolina	100.15
Oxford and Clarksville	49.32
Oxford and Henderson	12 94
Piedmont	42.49
State University	10.20
Statesville and Western	20.36
Western North Carolina	307.00
Yadkin	41.17
Total length of all lines Richmond and Danville System in North Carolina	1,072.87

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receivers	F. W. Huidekoper and R. Foster	New York.
General Agent of the Receivers	A. B. Andrews	Raleigh, N. C.
Treasurer	J. W. Hall	Washington, D. C.
Assistant Treasurer	W. H. Marbury	Washington, D. C.
General Manager	W. H. Green	Washington, D. C.
Traffic Manager	Sol. Haas	Washington, D. C.
General Freight Agent	J. H. Drake	Richmond, Va.
General Passenger Agent	W. A. Turk	Washington, D. C.
Auditor	M. C. Figg	Washington, D. C.
Superintendent N. C. Division	E. Berkley	Greensboro, N. C.
Supt. Atlantic and Charlotte Div	J. A. Dodson	Columbia, S. C.
R. & D. Division	J. S. B. Thompson	Richmond, Va.
Columbia and Greenville Div South Carolina Division Western North Carolina Division Asheville and Spartanburg Div	V. E. McBee, Gen'l Superintend'nt	Atlanta, Ga.

Digitized by Google

ATLANTA AND CHARLOTTE AIR LINE RAILWAY.

HISTORY.

Georgia Air Line Railroad, chartered March 5, 1858, by the Legislature of Georgia, to run from Atlanta, in the State of Georgia, to the South Carolina State line. Amendment to the same approved December 11, 1858, and also September 7, 1868, and September 21, 1868.

South Carolina Air Line Railroad Company, charter granted December 20, 1856, conferring on it the same power as was granted to the Georgia Air Line Railroad Company, to run from the Georgia State line to the North Carolina State line. Amendment to the same approved September 18, 1858.

The North Carolina Air Line Railroad Company, charter granted August 3, 1858, to run from the South Carolina State line to such point on the Charlotte and South Carolina Railroad, or the North Carolina Railroad at the town of Charlotte, as shall be meet and practicable.

These roads form what was called the Atlanta and Richmond Air Line Company, which went into the hands of a receiver, and by authority contained in deed of trust, dated 1st day of July, 1870, they were sold at public auction on the 5th day of December. Reorganized April 4, 1877, under the name of the Atlanta and Charlotte Air Line Railway Company.

On the 26th of March, 1881, the road was leased to the Richmond and Danville Railway Company for ninety-nine years, from April 1, 1881, at a rental of $462,500 annually.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Eugene Kelly	48 Wall Street, N. Y.
Secretary	W. N. Wilmer	48 Wall Street, N. Y
Treasurer	George Sherman	54 Wall Street, N. Y.

Road leased to Richmond and Danville Railroad Company.

PROPERTY OPERATED.

Atlanta and Charlotte Air Line Railway—from Atlanta, Ga., to Charlotte, N. C., miles	268.54
Georgia Railroad—entering Union Passenger Station, miles	.64
Total	269.18

Digitized by Google

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Atlanta and Charlotte Air Line, operated by the Richmond and Danville Railroad Company, under agreement dated March 26, 1881, under which the Richmond and Danville Railroad Company took possession of the works, property and assets of the Atlanta and Charlotte Air Line Railway Company, and assumed all its liabilities then outstanding, agreeing to pay annually all taxes, assessments, public dues and charges legally levied upon said Air Line Company; interest upon the first mortgage bonds of said Company in semi-annual installments of $148,750; interest on the first mortgage preference and income bonds of said Company in semi-annual installments of $40,000; dividend of five per cent. on $1,700,000 capital stock of said company in semi-annual installments of $42,500, said dividend to be increased to six per cent. in event of the earnings of the Air Line exceeding $1,500,000, and to seven per cent. in the event of earnings exceeding $2,500,000; for maintaining the organization of the Atlanta and Charlotte Air Line Company, the sum of $3,000 for the first year, and of $2,000 for each succeeding year, said sums to be paid in semi-annual installments of $1,500 and $1,000 respectively. Also such sum annually as may be necessary to cover the charges of some responsible Trust Company in the City of New York for disbursing the payments for interest on the bonds and dividends as the stock of the Air Line Company and for registering and transferring said bonds and stock. Also to make certain betterments to the property of the Air Line Company, for the cost of which betterments the Richmond and Danville Company was to receive the bonds or stock of the latter Company, said agreement to continue until default by the Richmond and Danville Railroad Company in carrying out any of the provisions of the same, in event of which default the said agreement is terminable at the option of the Air-Line Company, on thirty days notice to the Richmond and Danville Railroad Company, provided such default should still continue at the expiration of that time.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	272,000 00
Total amount issued and outstanding	272,000 00
Dividends declared during year—rate, 6 per cent.; amount	16,320 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time. Date of Issue.	Time. When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
First mortgage	1877	1907	$ 680,000 00	$ 680,000 00	$ 680,000 00
Second preferred	1877	1897	80,000 00	80,000 00	80,000 00
			$ 760,000 00	$ 760,000 00	760,000 00
Income	1880	1900	120,000 00	120,000 00	120,000 00
Grand total			$ 880,000 00	$ 880,000 00	$ 880,000 00

Class of Bond or Obligation.	Interest. Rate per Cent.	Interest. When Pay'ble	Interest. Amount Accrued During Year.	Interest. Amount Paid During Year.
First mortgage	7	Jan. & July.	$ 47,600 00	$ 47,600 00
Second preferred	7	April & Oct.	5,600 00	5,600 00
			$ 53,200 00	$ 53,200 00
Income	6	April & Oct.	7,200 00	7,200 00
Grand total			$ 60,400 00	$ 60,400 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest. Amount Accrued. During Year.	Interest. Amount Paid During Year.
Mortgage bonds	$ 760,000 00	$ 760,000 00	$ 53,200 00	$ 53,200 00
Income bonds	120,000 00	120,000 00	7,200 00	7,200 00
Total	$ 880,000 00	$ 880,000 00	$ 60,400 00	$ 60,400 00

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment Amount per Mile of Road. To Railroads.	Miles.	Amount.
Capital stock	$ 272,000 00	All	43.13	$ 1,024 00
Bonds	880,000 00	All	43.13	3,312 00

Digitized by Google

ATLANTA AND CHARLOTTE AIR LINE RAILWAY COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD, EXPENDITURES DURING THE YEAR.

CONSTRUCTION:	
Other real estate—not included in operating expenses	$ 29 12
Grading and bridge and culvert masonry	599 78
Bridges and trestles	1,870 98
Buildings, furniture and fixtures	532 04
Sidings and yard extensions	863 06
Other items	3,312 09
Total construction	$ 7,207 07
Total cost construction, etc.	$ 7,207 07

INCOME ACCOUNT.

Gross earnings from operation	$ 261,375 52		
Less operating expenses	221,899 76		
Income from operation		$	39,475 76
Total income		$	39,475 76
DEDUCTIONS FROM INCOME:			
Interest on funded debt accrued	$ 60,400 00		
Taxes	4,093 28		
Other deductions	9,012 49		
Total deductions from income			73,505 77
Deficit		$	34,030 01
Dividends, -- per cent. common stock			16,320 00
Deficit from operations of year ending June 30, 1893		$	50,350 01

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 87,888 38		
Total deductions		$ 586 25	
Total passenger revenue			$ 87,302 13
Mail			24,157 43
Express			6,324 68
Other items			251 96
Total passenger earnings			$ 118,036 20
FREIGHT:			
Freight revenue	$ 143,478 73		
Total deductions		$ 1,012 44	
Total freight revenue			$ 142,466 29
Other items			483 90
Total freight earnings			$ 142,950 19
Total passenger and freight earnings			$ 260,986 39
OTHER EARNINGS FROM OPERATION:			
Rents from tracks, yards and terminals			$ 79 99
Rents not otherwise provided for			212 67
Other sources			96 47
Total other earnings			$ 389 13
Total gross earnings from operation			$ 261,375 52

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 24,039 69	$ 33,229 95	$ 57,269 64
Maintenance of equipment	11,874 89	21,185 34	33,060 23
Conducting transportation	35,206 01	77,473 31	112,679 32
General expenses	8,141 10	10,749 47	18,890 57
Grand total	$ 79,261 69	$ 142,638 07	$ 221,899 76

Percentage of expenses to earnings—entire line, 84.89 per cent.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 5,046 56	$ 81
General office clerks	326	100,218	4,182 52	4
Station agents	7	2,226	3,572 55	1 60
Other station men	3	1,095	875 80	80
Enginemen	10	2,650	12,132 26	4 57
Firemen	12	2,703	5,285 50	1 95
Conductors	6	2,258	6,892 79	3 05
Other trainmen	18	6,805	8,637 23	1 27
Section foremen	9	3,100	4,000 45	1 29
Other trackmen	64	19,948	15,031 71	75
Switchmen, flagmen, and watchmen	3	1,101	900 00	81
Telegraph operators and dispatchers	2	866	1,438 00	1 66
All other employees and laborers	31	12,148	12,782 87	1 05
Total (including "General Officers")	511	161,326	$ 80,781 30	$ 83
Less "General Officers"	17	6,205	5,046 56	81
Total (excluding "General Officers")	494	155,121	$ 75,734 74	$ 50
DISTRIBUTION OF ABOVE:				
General administration	313	106,423	$ 9,229 08	$ 9
Maintenance of way and structures	107	35,196	31,818 03	90
Conducting transportation	61	19,707	39,734 19	2 01
Total (including "General Officers")	511	161,326	$ 80,781 30	$ 83
Less "General Officers"	17	6,205	5,046 56	81
Total (excluding "General Officers")	494	155,121	$ 75,734 74	$ 50

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	47,962			
Number of passengers carried one mile	2,043,340			
Average distance carried	42.60			
Total passenger revenue		87,302	13	
Average amount received from each passenger		1	82	440
Average receipts per passenger per mile			4	272
Estimated cost of carrying each passenger one mile			3	879
Total passenger earnings		118,036	20	
Passenger earnings per mile of road		2,736	75	399
Passenger earnings per train mile		1	14	444
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	113,758			
Number of tons carried one mile	4,050,366			
Average distance haul of one ton	35.60			
Total freight revenue		142,466	20	
Average amount received for each ton of freight		1	25	236
Average receipts per ton per mile			3	517
Estimated cost of carrying one ton one mile			3	521
Total freight earnings		142,950	19	
Freight earnings per mile of road		3,314	40	273
Freight earnings per train mile			95	739
PASSENGER AND FREIGHT:				
Passenger and freight revenue		229,768	42	
Passenger and freight revenue per mile of road		5,328	11	711
Passenger and freight earnings		260,986	39	
Passenger and freight earnings per mile of road		6,051	15	672
Gross earnings from operation		261,375	52	
Gross earnings from operation per mile of road		6,060	17	899
Gross earnings from operation per train mile		1	3	537
Expenses		221,899	76	
Expenses per mile of road		5,144	5	170

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	103,134
Miles run by freight trains	149,312
Total mileage trains earning revenue	252,446
Miles run by switching trains	39,312
Miles run by construction and other trains	20,008
Grand total train mileage	311,766

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	Kind.
LOCOMOTIVES:						
Passenger	4	10	10	Westinghouse	10	Janney.
Freight		13	11	Westinghouse		
Switching		2	1	Westinghouse		
Leased		4	3	Westinghouse	2	Janney.
Total locomotives	4	29	25		12	
CARS IN PASSENGER SERVICE:						
First-class passenger cars		7	7	Westinghouse	7	Janney.
Second-class passenger cars		9	9	Westinghouse	9	Janney.
Combination passenger cars		5	5	Westinghouse	5	Janney.
Baggage, expr'ss and post'l cars		11	11		11	Janney.
Officers' car		1	1		1	
Total		33	33		33	
CARS IN FREIGHT SERVICE:						
Box cars	55	225			25	Janney.
Flat cars	20	85			25	Janney.
Stock cars		11			1	Janney.
Total	84	321			51	
CARS IN COMPANY'S SERVICE:						
Caboose cars		8				
Other road cars		30				
Total		38				
Total cars owned		392	33		84	
Grand total cars	84	392	33		84	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Trackage Rights.	Total Mileage Operated.	Rails Iron.	Rails Steel.
Miles of single track	268.54	.64	269.18		268.54
Miles of yard track and sidings	38.59		38.59	38.35	.24
Total mileage operated (all tracks)	307.13	.64	307.77	38.35	268.78

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock. Main Line.	Total Mileage, Excluding Trackage Rights.	Line Operated under Trackage Rights.	Rails. Steel.
North Carolina	43 13	43.13	.64	43.13
South Carolina	124.99	124 99		124.99
Georgia	100.42	100.42		100.42
Total mileage operated (single track)	268.54	268.54		268.54

MILEAGE OWNED.

North Carolina	43.13	43.13		43.13
South Carolina	124.99	124.99		124.99
Georgia	100.42	100.42		100.42
Total mileage owned (single track)	268.54	268.54		268.54

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Oak—first-class (number)	28,723
Oak—second class (number)	2,514
Total	31,237
Oak—first-class (average price at distributing point)	30 cts.
Oak—second-class (average price at distributing point)	15 cts.
Total	28 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	4,169	28	4,183	103,698	80.67
Freight	6,849	42	6,870	149,316	92.01
Construction	595	4	597	19,427	61.46
Total	11,613	74	11,650	272,441	85.52
Average cost at distributing point		$ 1 97			

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		1
Falling from trains and engines	1	
Other train accidents		1
OTHER EMPLOYEES:		
Other causes		1
PASSENGERS:		
Other causes	1	
TRESPASSING:		
Other causes		4

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number	2
Aggregate length, feet	760
Minimum length, feet	315
Maximum length, feet	445
Trestles—number	5
Aggregate length, feet	1,394
Minimum length, feet	98
Maximum length, feet	622
Overhead highway crossings, trestles—number	2
Height of lowest above surface of rail, feet	22

Gauge of track, four feet nine inches; 268.54 miles.

Digitized by Google

ATLANTIC, TENNESSEE AND OHIO RAILROAD COMPANY.

HISTORY.

The Atlantic, Tennessee and Ohio Railroad was completed in 1860. In 1863 the rails were taken up and used for the Piedmont Railroad. Relaid June 22, 1871. Leased for ninety-nine years from October 1, 1881, to the Charlotte, Columbia and Augusta Railroad Company. This lease assigned to the Richmond and Danville Railroad Company.

This company was chartered by the General Assembly, ratified the 5th day of February, 1855, for the purpose of establishing communication between the waters of the Atlantic and Ohio river through the States of North Carolina, Tennessee and Kentucky, an Act for like purpose having been passed by the General Assembly of the State of Tennessee on the 26th day of February, 1852.

No limitation as to duration of its charter is expressed in the act.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	E. B. Springs	Charlotte, N. C.
Secretary-Treasurer	J. J. Gormley	Charlotte, N. C.

PROPERTY OPERATED.

Atlantic, Tennessee and Ohio Railroad, from Charlotte to Statesville, 44 miles. Road leased to and operated by Richmond and Danville Railroad Company.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	8,000
Par value of shares	$ 50 00
Total par value authorized	400,000 00
Total amount issued and outstanding	400,000 00
Dividends declared during year—rate, 4 per cent.; amount	16,000 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1883. When due, 1913.

Amount of authorized issue	$ 150,000 00
Amount issued	150,000 00
Amount outstanding	150,000 00
Amount of interest accrued during year	9,000 00
Amount of interest paid during year	9,000 00

Rate of interest, 6 per cent. When payable, April and October.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 150,000 00
Amount outstanding	150,000 00
Amount interest accrued during year	9,000 00
Amount interest paid during year	9,000 00

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 400,000 00	44	$ 9,090 90
Bonds	150,000 00	44	3,409 09

INCOME ACCOUNT.

Miscellaneous income—less expenses		$ 27,328 60
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 9,000 00	
Taxes	2,328 60	
Total deductions from income		$ 11,328 60
Net income		$ 16,000 00
Dividends, 4 per cent. common stock		$ 16,000 00

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Rails. Iron.	Rails. Steel.
Miles of single track	41.00	44.00	43.17	.83
Miles of yard track and sidings	3.04	3.04	2.13	.91
Total mileage operat'd (all tracks)	47.04	47.04	45.30	1.74

MILEAGE OF LINE BY STATES.

North Carolina, line represented by capital stock—main line	44.00
Total mileage, excluding trackage rights	44.00
Rails—Iron	43.17
Steel	.83

ACCIDENTS TO PERSONS.

TRAINMEN:

Coupling and uncoupling, injured	1
Collisions, injured	1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, wooden—number	1
Length, feet	527
Trestles—number	1
Length, feet	125

Gauge of track, four feet nine inches; 44 miles.

Digitized by Google

ASHEVILLE AND SPARTANBURG RAILROAD.

HISTORY.

Road opened to Hendersonville, N. C., June 1, 1879. Sold under foreclosure April 4, 1881, and reorganized under present name. Road completed from Hendersonville to Asheville, twenty-one miles, and opened for business July 13, 1886, under management of the Richmond and Danville Railroad Company.

This company was chartered under the name of the Greenville and French Broad Railroad Company by Act of the General Assembly, ratified the 13th day of February, 1855, afterwards amended by Act of the General Assembly, ratified 22d day of December, 1873, in pursuance of the laws of North and South Carolina, consolidated with the Spartanburg and Asheville Railroad Company of South Carolina under the corporate name of the Spartanburg and Asheville Railroad Company, by Act of the General Assembly, ratified the 9th day of December, 1874. No limitation expressed in act as to limitation or duration of charter. On the 12th day of March, 1881, an act was ratified by the General Assembly of North Carolina for the relief of the stockholders of the Spartanburg and Asheville Railroad Company—by authority of this act the company assumed its present name.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	James Swann	New York.
First Vice-President	Joseph Walker	Spartanburg, S. C.
Secretary	A. L. White	Spartanburg, S. C.

PROPERTY OPERATED.

Asheville and Spartanburg—from Spartanburg, S. C., to Asheville, N. C., 65.90 miles. By Richmond and Danville Railroad Company.

OFFICERS.

(See Richmond and Danville System, page 201.)

PROPERTY LEASED.

The Asheville and Spartanburg Railroad, operated by the Richmond and Danville Railroad Company, which company receives all revenues, tol s, etc., and accounts therefor are rendered to Asheville and Spartanburg Railroad Company.

Digitized by Google

CAPITAL STOCK.

Capital stock (common)—par value of shares	100 00
Total par value authorized	$ 703,500 00
Total amount issued and outstanding	703,500 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
First mortgage	$ 335,000 00	$ 335,000 00	$ 335,000 00
Second mortgage	335,000 00	144,050 00	144,050 00

Class of Bond or Obligation.	Interest.		
	Rate.	When Payable.	Amount Accrued During Year.
First mortgage	6	Ap'l and Oct.	$ 20,100 00
Second mortgage	6	Jan. and July.	

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 670,000 00
Amount outstanding	479,050 00
Amount interest accrued during year	20,100 00

CURRENT LIABILITIES.

Net traffic balances due to other companies	125,670 52

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 703,500 00
Amount per mile of road (miles 41.90)	16,789 97
Bonds—total amount outstanding	479,050 00
Amount per mile of road (miles 41.90)	11,433 17
Current liabilities—amount outstanding	225,670 52
Amount per mile of road (miles 41.90)	5,385 93

COST OF ROAD, EXPENDITURES DURING THE YEAR.

CONSTRUCTION:		
Rails	$ 3,838 81	
Buildings, furniture and fixtures	558 43	
Sidings and yard extensions	180 21	
Total construction		$ 4,607 45

INCOME ACCOUNT.

Gross earnings from operation	$ 95,954 23	
Less operating expenses	95,480 37	
Income from operation		$ 473 86
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 30,100 00	
Taxes	3,250 27	
Other deductions	1,735 68	
Total deductions from income		25,085 95
Deficit		$ 24,612 09

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 39,436 15		
Total deductions		$ 9 71	
Total passenger revenue			$ 39,426 44
Mail			3,413 63
Express			1,799 85
Total passenger earnings			$ 44,639 92
FREIGHT:			
Freight revenue	$ 51,282 15		
Total deductions		$ 122 17	
Total freight revenue			$ 51,159 98
Other items			3 58
Total freight earnings			$ 51,163 56
Total passenger and freight earnings			$ 95,803 48
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			150 75
Total other earnings			$ 150 75
Total gross earnings from operation			$ 95,954 23

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 9,619 07	$ 14,495 83	$ 24,114 90
Maintenance of equipment	4,300 25	9,007 91	13,738 16
Conducting transportation	16,030 16	35,353 11	51,383 21
General expenses	2,530 25	3,713 85	6,244 10
Grand total	$ 32,479 67	$ 62,570 70	$ 95,480 37

Percentage of expenses to earnings, 99.56 per cent.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Asheville to Boundary Line (41.90 miles). Amount of mortgage per mile of line—$7,995.22. Second mortgage, from Asheville to Boundary Line (41.90 miles). Amount of mortgage per mile of line—$3,437.94.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 2,284 09	$ 36
General office clerks	326	100,218	1,785 00	1
Station agents	9	2,793	2,940 00	1 05
Other station men	21	2,356	1,457 00	62
Enginemen	7	2,179	7,999 77	3 63
Firemen	9	1,970	3,450 87	1 75
Conductors	7	1,236	3,818 00	3 09
Other trainmen	21	4,179	4,472 25	1 07
Machinists	2	94	175 00	1 86
Carpenters	20	648	913 32	1 41
Other shopmen	17	972	1,278 00	1 32
Section foremen	6	1,878	2,880 00	1 53
Other trackmen	56	8,952	6,620 40	74
Switchmen, flagmen, and watchmen	13	1,518	1,392 00	90
Telegraph operators and dispatchers	15	1,414	2,457 00	1 73
All other employees and laborers	8	288	444 00	1 54
Total (including "General Officers")	554	136,930	$ 44,276 70	$ 33
Less "General Officers"	17	6,205	2,284 09	36
Total (excluding "General Officers")	537	130,725	$ 41,992 61	$ 33
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	$ 4,069 09	$ 4
Maintenance of way and structures	90	11,766	10,857 72	92
Maintenance of equipment	19	1,066	1,453 00	1 36
Conducting transportation	102	17,675	27,896 89	1 58
Total (including "General Officers")	554	136,930	$ 44,276 70	$ 33
Less "General Officers"	17	6,205	2,284 09	36
Total (excluding "General Officers")	537	130,725	$ 41,992 61	$ 33

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Column for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	40,515			
Number of passengers carried one mile	1,423,159			
Average distance carried	35.12			
Total passenger revenue		39,426	41	
Average amount received from each passenger			97	314
Average receipts per passenger per mile			2	770
Estimated cost of carrying each passenger one mile			2	282
Total passenger earnings		44,639	92	
Passenger earnings per mile of road		1,0 5	39	188
Passenger earnings per train mile		1	7	377
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	71,321			
Number of tons carried one mile	2,665,210			
Average distance haul of one ton	37.36			
Total freight revenue		51,159	98	
Average amount received for each ton of freight			71	732
Average receipts per ton per mile			1	912
Estimated cost of carrying one ton one mile			2	347
Total freight earnings		51,163	56	
Freight earnings per mile of road		1,221	8	735
Freight earnings per train mile			64	242
PASSENGER AND FREIGHT:				
Passenger and freight revenue		90,586	42	
Passenger and freight revenue per mile of road		2,161	96	705
Passenger and freight earnings		95,803	48	
Passenger and freight earnings per mile of road		2,286	47	923
Gross earnings from operation		95,854	23	
Gross earnings from operation per mile of road		2,290	7	708
Gross earnings from operation per train mile			79	161
Expenses		95,480	37	
Expenses per mile of road		2,278	76	778

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	41,573
Miles run by freight trains	79,641
Total mileage trains earning revenue	121,214
Miles run by switching trains	10,027
Miles run by construction and other trains	9,849
Grand total train mileage	141,090

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Freight	4	4	Westinghouse		
CARS IN PASSENGER SERVICE:					
First-class passenger cars	2	2	Westinghouse	2	Janney.
Combination passenger cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	1	1	Westinghouse	1	Janney.
Total	4	4		4	
CARS IN FREIGHT SERVICE:					
Flat cars	1				
CARS IN COMPANY'S SERVICE:					
Other road cars	1				
Total cars owned	6				
Grand total cars	6	4		4	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.	Total Mileage Operated.	Rails.	
	Main Line.		Iron.	Steel.
Miles of single track	65.90	65.90	12.19	53.71
Miles of yard track and sidings	3.54	3.54	3.54	
Total mileage operated (all tracks)	69.44	69.44	15.73	53.71

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capital Stock.	Total Mileage, Excluding Trackage Rights.	Rails.	
	Main Line.		Iron.	Steel.
North Carolina	41.90	41.90		41 90
South Carolina	24.00	24 00	12.19	11.81
Total mileage operated (single track)	65.90	65.90	12.19	53.71

MILEAGE OWNED.

State.	Line Represented by Capital Stock.	Total Mileage Excluding Trackage Rights.	Rails.	
	Main Line.		Iron.	Steel.
North Carolina	41.90	41.90		41.90
South Carolina	24.00	24.00	12.19	11.81
Total mileage owned (single track)	65.90	65.90	12.19	53.71

Digitized by Google

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:	
Oak (first-class)—number	14,254
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	1,715	23	1,726	41,853	82.47
Freight	4,044	12	4,050	89,640	90.36
Switching	170	3	172	3,387	101.56
Construction	105		105	9,567	21.95
Total	6,034	38	6,053	144,447	83 80
Average cost at distributing point		$ 2 05			

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Falling from trains and engines		1
Derailments		1
Other causes		1
Total		3
TRESPASSING:		
Other causes	1	3

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, wooden—number	2
Aggregate length, feet	203
Minimum length, feet	74
Maximum length, feet	129
Trestles—number	33
Aggregate length, feet	4,594
Minimum length, feet	24
Maximum length, feet	1,074

Gauge of track, four feet nine inches; 65.90 miles.

Digitized by Google

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD.

HISTORY.

The Charlotte, Columbia and Augusta Railroad, with its leased lines (Atlantic, Tennessee and Ohio Railroad, and Chester and Lenoir Narrow-gauge Railroad), is leased to the Richmond and Danville Railroad Company for a term of ninety-nine years, from May, 1886.

The original purpose of the Act incorporating the Charlotte and South Carolina Railroad Company was to establish a communication by rail between the town of Charlotte, North Carolina, and some point on the South Carolina Railroad in the State of South Carolina, with a capital stock of $1,500,000. This corporation was exempt from taxation for a period of fifteen years from January 2, 1847—the day on which the Act of incorporation was ratified. It was allowed to increase its capital stock to $2,000,000, by an Act to produce conformity in the charters granted to the Charlotte and South Carolina Railroad Company, by the States of North and South Carolina, ratified January 29, 1849.

The Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company met in Columbia, S. C., severally, on the 7th and 8th of July, 1869, and in joint session on July 8th, 1869, and perfected the consolidation as authorized. The Charlotte and South Carolina Railroad Company was chartered in South Carolina on the 8th of December, 1848, and in the State of North Carolina, January 2, 1847. The Columbia and Hamburg Railroad Company was chartered in South Carolina December 21, 1858, and its name was changed to Columbia and Augusta Railroad Company December 17, 1863. Act authorizing the consolidation of the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company under the name of the Charlotte, Columbia and Augusta Railroad Company, was approved March 19, 1869. (S. C. Statutes 16, page 232.)

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	J. C. B. Smith	Columbia, S. C.

PROPERTY OPERATED.

Charlotte, Columbia and Augusta Railroad—from Charlotte, N. C., to Augusta, Ga., 190.53 miles. Augusta Street Railway—from entrance to Union Passenger Station, .47 miles. Total, 191 miles.

PROPERTY LEASED.

Charlotte, Columbia and Augusta Railroad leased to the Richmond and Danville Railroad Company under deed of lease May 1, 1886, and continuing ninety-nine years, under which deed of lease there are assigned to the Richmond and Danville Railroad Company all moneys due and to become due to said Charlotte, Columbia and Augusta Railroad Company, its works, property and its rights on and to the leases of the Atlantic, Tennessee and Ohio Railroad, the Chester and Lenoir Narrow-gauge and the Cheraw and Chester; and said Richmond and Danville Railroad Company receives the earnings from the operation of said Charlotte, Columbia and Augusta Railroad and applies same to the payment of its operating expenses and the interest on the outstanding bonds of the Charlotte, Columbia and Augusta Railroad Company, to the maintenance and improvement as may be necessary of the road and equipment and other property of said company, turning over to said company any surplus of said earnings, to be applied by the said company to the payment of dividends on its stock.

The amount necessary to maintain the corporate organization of the Charlotte, Columbia and Augusta Railroad Company, not exceeding $1,500 per annum, is also to be paid before the application of any surplus to dividends on stock.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	149,524 00
Total amount issued and outstanding	149,524 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time. Date of Issue.	Time. When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
First mortgage	1869	1895	$ 116,000 00	$ 116,000 00	$ 116,000 00
Second mortgage	1872	1902	29,000 00	29,000 00	29,000 00
Consolidated	1883	1933	174,000 00	29,000 00	29,000 00

Class of Bond or Obligation.	Interest. Rate per Cent.	When Pay'ble	Amount Accrued During Year.	Amount Paid During Year.
First mortgage	7	Jan. & July.	$ 8,120 00	$ 8,149 43
Second mortgage	7	April & Oct.	2,030 00	2,021 88
Consolidated	6	Jan. & July.	1,740 00	1,746 96

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 174,000 00
Amount outstanding	174,000 00
Amount of interest accrued during year	11,890 00
Amount of interest paid during year	11,918 27

CURRENT LIABILITIES.

Net traffic balances due to other companies	$ 9,259 59
Matured interest coupons unpaid	1,360 61
Total	$ 10,620 20

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road. Miles.	Amount.
Capital stock	$ 149,524 00	11.50	$ 13,002 07
Bonds	174,000 00	11.50	15,130 00
Current liabilities	10,620 20	11.50	923 50

Digitized by Google

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION:	
Sidings and yard extensions—expenditures during year	$ 191 77
Other items	1 52
Total construction	$ 193 29
EQUIPMENT:	
Locomotives	7 62
Grand total cost construction, equipment, etc., during year	$ 200 91

INCOME ACCOUNT.

Gross earnings from operation	$ 104,524 00	
Less operating expenses	68,935 70	
Income from operation		$ 35,588 39
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 11,890 00	
Rents	25,000 00	
Taxes	1,738 41	
Other deductions	1,073 83	
Total deductions from income		$ 39,702 24
Deficit		$ 4,113 85
Deficit from operations of year ending June 30, 1893		$ 4,113 85
Surplus on June 30, 1892 [from "General Balance Sheet"]		1,168 81
Deductions for year		$ 4,496 43
Surplus on June 30, 1893 [for entry on "General Balance Sheet"]		$ 1,551 42

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 29,497 18		
Total deductions		$ 19 35	
Total passenger revenue			$ 29,377 84
Mail			4,060 52
Express			2,313 87
Other items			127 29
Total passenger earnings			$ 35,879 52
FREIGHT:			
Freight revenue	$ 67,861 59		
Total deductions		$ 393 07	
Total freight revenue			$ 67,468 52
Other items			993 11
Total freight earnings			$ 68,461 63
Total passenger and freight earnings			$ 104,341 15
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			$ 90 47
Other sources			92 47
Total other earnings			$ 182 94
Total gross earnings from operation			$ 104,524 09

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 8,923 02	$ 13,607 23	$ 22,530 25
Maintenance of equipment	2,980 03	5,071 57	8,051 60
Conducting transportation	11,451 52	18,973 49	30,425 01
General expenses	3,497 84	4,431 00	7,928 84
Grand total	$ 26,852 41	$ 42,083 29	$ 68,935 70

Percentage of expenses to earnings—entire line, 65.95 per cent.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Atlantic, Tennessee and Ohio Railroad—total cash ..... $ 25,000 00

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 321,153 59	Cost of road	$ 321,354 50	$ 200 91	
7,684 64	Cost of C. L. extension	7,684 64		
103 60	Telegraph lines A., T. and O.	103 60		
43 50	Telegraph lines C., C. and A.	43 50		
571 06	Stock C. and C. on hand	571 06		
6,675 80	Stock C., C. C. on hand	6,675 80		
	OTHER ASSETS:			
	Sundries	18	18	
$ 336,232 19	Grand total	$ 336,433 28	$ 201 09	
	LIABILITIES.			
$ 149,524 00	Capital stock	$ 149,524 00		
174,000 00	Funded debt	174,000 00		
10,801 69	Current liabilities	10,620 20		$ 181 49
12 66	Fractional bonds	12 66		
725 00	C. and L.	725 00		
1,168 84	Profit and loss	1,551 42	$ 382 58	
$ 336,232 19	Grand total	$ 336,433 28	$ 201 09	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first and second mortgages consolidated—from Charlotte to Boundary Line, 11.50 miles. Amount of mortgage per mile of line, $15,130.00.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 2,436 07	$ 39
General office clerks	326	100,218	2,058 84	2
Station agents	8	2,809	2,418 10	86
Other station men	7	2,275	782 26	34
Enginemen	20	734	2,956 88	4 03
Firemen	22	722	1,264 14	1 75
Conductors	29	376	916 56	2 46
Other trainmen	49	1,333	1,118 15	83
Carpenters	17	448	655 59	1 48
Section foremen	7	2,191	2,763 00	1 26
Other trackmen	68	9,212	6,544 95	71
Switchmen, flagmen and watchmen	1	124	109 91	88
Telegraph operators and dispatchers	18	180	502 54	2 79
All other employees and laborers	20	202	577 38	2 85
Total (including "General Officers")	609	127,029	$ 25,104 37	$ 19
Less "General Officers"	17	6,205	2,436 07	39
Total (excluding "General Officers")	592	100,824	$ 22,668 30	$ 19
DISTRIBUTION OF ABOVE:				
General administration	313	106,423	$ 4,494 91	$ 4
Maintenance of way and structures	81	11,455	9,464 95	82
Maintenance of equipment	25	538	1,026 40	1 90
Conducting transportation	160	8,613	10,118 11	1 17
Total (including "General Officers")	609	127,029	$ 25,104 37	$ 19
Less "General Officers"	17	6,205	2,436 07	39
Total (excluding "General Officers")	592	100,824	$ 22,668 30	$ 19

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	40,513			
Number of passengers carried one mile	1,016,554			
Average distance carried	2.509			
Total passenger revenue		29,377	84	
Average amount received from each passenger			72	514
Average receipts per passenger per mile			2	888
Estimated cost of carrying each passenger one mile			2	641
Total passenger earnings		35,879	52	
Passenger earnings per mile of road		646	47	783
Passenger earnings per train mile		1	22	238
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	51,665			
Number of tons carried one mile	2,595,389			
Total freight revenue		67,468	52	
Average amount received for each ton of freight		1	30	588
Average receipts per ton per mile			2	599
Estimated cost of carrying one ton one mile			1	621
Total freight earnings		68,461	63	
Freight earnings per mile of road		1,233	54	288
Freight earnings per train mile		1	70	349
PASSENGER AND FREIGHT:				
Passenger and freight revenue		96,846	36	
Passenger and freight revenue per mile of road		1,744	97	945
Passenger and freight earnings		104,341	15	
Passenger and freight earnings per mile of road		1,880	2	071
Gross earnings from operation		104,524	9	
Gross earnings from operation per mile of road		1,883	31	693
Gross earnings from operation per train mile		1	50	307
Expenses		68,935	70	
Expenses per mile of road		1,242	8	468

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	29,352
Miles run by freight trains	40,189
Total mileage trains earning revenue	69,541
Miles run by switching trains	8,659
Miles run by construction and other trains	3,487
Grand total train mileage	81,687

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	5	5	Westinghouse	5	Janney.
Switching	2	2	Westinghouse		
Total locomotives	7	7		5	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	4	4	Westinghouse	4	Janney.
Second-class passenger cars	1	1	Westinghouse	1	Janney.
Combination passenger cars	7	7	Westinghouse	7	Janney.
Baggage, express, and postal cars	5	5	Westinghouse	5	
Officers' cars	2	1	Westinghouse	1	
Total	19	18		18	
CARS IN FREIGHT SERVICE:					
Box cars	6				
Flat cars	16			4	Janney.
Total	22			4	
CARS IN COMPANY'S SERVICE:					
Caboose cars	15				
Other road cars	10				
Total	25				
Total cars owned	66	18		22	
Grand total cars	66	18		22	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK. Main Line.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS. Iron.	Steel.
Miles of single track	190.53	.47	191.00		190.53
Miles of yard track and sidings	27.44		27.44	27.44	
Total mileage operated (all tracks)	217 97	.47	218.44	27.44	190.53

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK. Main Line.	Total Mileage. Excluding Trackage Rights.	Line Operated under Track'ge Rights.	RAILS. Steel.
North Carolina	11.50	11.50		11.50
South Carolina	178.73	178.73		178.73
Georgia	.30	.30	.47	.30
Total mileage operated (single track)	190.53	190.53		190.53

MILEAGE OWNED.

North Carolina	11.50	11.50		11.50
South Carolina	178.73	178.73		178.73
Georgia	.30	.30		.30
Total mileage owned (single track)	190.53	190.53		190.53

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	2,711
Average price at distributing point	30 cts.
Pine, first-class—number	2,711
Average price at distributing point	25 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	408	27	422	14,013	60.22
Freight	620	35	637	14,231	89.52
Switching	82	6	85	5,065	33.56
Construction	53	10	58	1,954	59.36
Total	1,163	78	1,202	35,263	68.17
Average cost at distributing point	$ 2 60				

ACCIDENTS TO PERSONS.

EMPLOYEES:

Other causes, injured	1

CHARACTERISTICS OF ROAD.

From Charlotte, N. C., to Augusta, Georgia (miles)	190.53
Alignment—number of curves	230
Aggregate length of curved line (miles)	51.10
Length of straight line (miles)	159.43
Profile—length of level line (miles)	12.90
Ascending grades—number	83
Sum of ascents (feet)	1,999
Aggregate length of ascending grades (miles)	79.20
Descending grades—number	89
Sum of descents (feet)	2,587
Aggregate length of descending grades (miles)	98.43

BRIDGES, TRESTLES, TUNNELS, ETC.

Overhead highway crossing—bridge	1

Height above surface of rail, 21 feet 8 inches.

Gauge of track, four feet nine inches; 190.53 miles.

Digitized by Google

CHESTER AND LENOIR RAILROAD.

HISTORY.

The Carolina Narrow-Gauge Railroad Company was chartered by State of North Carolina 1872, and organized August 27, 1872. The Chester and Lenoir Narrow-Gauge Railroad Company was chartered by State of South Carolina February 26, 1873, and by charter authorized to consolidate with the Carolina Narrow-Gauge Railroad Company and the Kings Mountain Railroad Company, chartered by the State of South Carolina December 19, 1848. Chester and Lenoir Narrow-Gauge and the Carolina Narrow-Gauge Railroads were consolidated May 14, 1873. Chester and Lenoir Narrow-Gauge and Kings Mountain Railroad Company were consolidated April 3, 1874. The road was opened to Lenoir June 2, 1884. Chester and Lenoir Railroad Company chartered February 26, 1873, and opened to Lincolnton, North Carolina—sixty-three miles—in 1880.

By these acts of consolidation, communication by rail was established between Lenoir, in Caldwell County, *via* Hickory and Newton on the Western Railroad, to Lincolnton. A third rail is laid between Newton and Hickory, over the Western North Carolina Railroad, for the accommodation of narrow-gauge equipment.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. H. Hardin	Chester, S. C.
Secretary	J. J. McLure	Chester, S. C.

PROPERTY OPERATED.

Chester and Lenoir Railroad—from Chester, S. C., to Lenoir, N. C., miles	99.40
Western North Carolina Railroad—from Newton to Hickory, miles	10.08
Total	109.30

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Chester and Lenoir Railroad Company leased to the Charlotte, Columbia and Augusta Railroad Company, under deed of lease dated September 22, 1882, for a term of ninety-nine years; the lease guaranteeing a dividend of one and one-half per centum per annum on the stock of the lessor company, and assuming all outstanding indebtedness; also agreeing to extend the road to Lenoir within eighteen months after ratification of the lease by the stockholders of the lessor company. The lessee was also authorized to issue bonds, to be secured by a mortgage on the road, the proceeds to be used in improving the property. This lease assigned to the Richmond and Danville Railroad Company, under the deed of lease from the Charlotte, Columbia and Augusta Railroad Company to the Richmond and Danville Railroad Company, bearing date May 1, 1886, and continuing ninety-nine years thereafter.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100
Total par value authorized	230,010 00
Total amount issued and outstanding	230,010 00
Dividends declared during year, rate ¾ per cent	1,725 07

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bonds. Date of issue, 1880. When due, 1900.	
Amount of authorized issue	$ 231,000 00
Amount issued	231,000 00
Amount outstanding	173,250 00
Rate of interest, 7 per cent. When payable, January and July.	
Amount interest accrued during year	12,045 00
Amount interest paid during year	3,857 70

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 231,000 00
Amount outstanding	173,250 00
Amount interest accrued during year	12,045 00
Amount interest paid during year	3,857 70

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 230,010 00
Amount per mile of road (miles 62.4)	3,686 06
Bonds—amount outstanding	173,500 00
Amount per mile of road (miles 62.4)	2,780 45

Digitized by Google

CHESTER AND LENOIR RAILROAD COMPANY.—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

INCOME ACCOUNT.

Gross earnings from operation	$ 52,132 28	
Less operating expenses	51,146 36	
Income from operation		$ 985 92
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 12,045 00	
Taxes	606 58	
Other deductions	76 63	
Total deductions from income		$ 12,728 21
Deficit		$ 11,742 29
Dividends, ¾ per cent. common stock		1,725 07
Deficit from operations of year ending June 30, 1893		$ 13,467 36

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 14,162 50
Mail			3,799 17
Express			977 32
Total passenger earnings			$ 18,938 99
FREIGHT:			
Freight revenue	$ 33,199 77		
Total deductions		$ 47 63	
Total freight revenue			$ 33,152 14
Other items			4 62
Total freight earnings			$ 33,156 76
Total passenger and freight earnings			$ 52,095 75
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			36 53
Total other earnings			$ 36 53
Total gross earnings from operation			$ 52,132 28

Digitized by Google

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 9,168 51	$ 14,275 69	$ 23,444 20
Maintenance of equipment	2,446 51	3,187 26	5,633 77
Conducting transportation	4,895 33	12,375 81	17,271 14
General expenses	1,898 76	2,898 49	4,797 25
Grand total	$ 18,409 11	$ 32,737 25	$ 51,146 36

Percentage of expenses to earnings—entire line, 98.18 per cent.

EMPLOYEES AND SALARIES.

Class.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 1,440 69	$ 23
General office clerks	326	100,218	1,438 17	1
Station agents	6	1,822	1,920 32	1 05
Other station men	20	2,120	1,379 13	65
Enginemen	6	1,024	2,510 13	2 45
Firemen	8	1,062	1,756 84	1 65
Conductors	8	714	1,661 97	2 32
Other trainmen	24	2,617	1,692 45	64
Carpenters	10	1,535	1,941 11	1 26
Other shopmen	6	1,068	1,567 85	1 42
Section foremen	7	2,191	2,592 00	1 18
Other trackmen	22	5,482	4,366 27	79
Switchmen, flagmen, and watchmen	5	480	368 49	76
Telegraph operators and dispatchers	11	187	390 88	1 09
All other employees and laborers	10	114	305 53	2 68
Total (including "General Officers")	486	126,839	$ 25,331 83	$ 20
Less "General Officers"	17	6,205	1,440 69	23
Total (excluding "General Officers")	469	120,634	$ 23,991 14	$ 20
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	$ 2,878 86	$ 2
Maintenance of way and structures	43	9,248	9,054 77	96
Maintenance of equipment	9	1,103	1,685 91	1 52
Conducting transportation	91	10,065	11,912 29	1 34
Total (including "General Officers")	486	126,839	$ 25,331 83	$ 20
Less "General Officers"	17	6,205	1,440 69	23
Total (excluding "General Officers")	469	120,634	$ 23,991 14	$ 20

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	23,838			
Number of passengers carried one mile	466,822			
Average distance carried	19.58			
Total passenger revenue		14,162	50	
Average amount received from each passenger			59	432
Average receipts per passenger per mile			3	033
Estimated cost of carrying each passenger one mile			3	943
Total passenger earnings		18,938	99	
Passenger earnings per mile of road		303	50	945
Passenger earnings per train mile			63	173
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	19,164			
Number of tons carried one mile	734,747			
Average distance haul of one ton	38.33			
Total freight revenue		33,152	14	
Average amount received for each ton of freight		1	72	981
Average receipts per ton per mile			4	512
Estimated cost of carrying one ton one mile			4	455
Total freight earnings		33,156	76	
Freight earnings per mile of road		531	35	833
Freight earnings per train mile			84	682
PASSENGER AND FREIGHT:				
Passenger and freight revenue		47,313	64	
Passenger and freight revenue per mile of road		758	24	743
Passenger and freight earnings		52,095	75	
Passenger and freight earnings per mile of road		834	86	778
Gross earnings from operation		52,132	28	
Gross earnings from operation per mile of road		835	45	320
Gross earnings from operation per train mile			75	754
Expenses		51,146	36	
Expenses per mile of road		819	65	320

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	29,663
Miles run by freight trains	39,154
Total mileage trains earning revenue	68,817
Miles run by switching trains	3,552
Miles run by construction and other trains	7,911
Grand total train mileage	80,280

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES:	
Passenger—total number at end of year	1
Freight	2
Leased	1
Total locomotives	4
CARS IN PASSENGER SERVICE:	
First-class passenger cars—total number at end of year	2
Baggage, express, and postal cars	3
Total	5
CARS IN FREIGHT SERVICE:	
Box cars—total number at end of year	39
Flat cars	28
Stock cars	2
Total	69
Total cars owned	74
Grand total cars	74

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Rails. Iron.	Rails. Steel.
Miles of single track	99.40	99.40	67.93	31.47
Miles of yard track and sidings	4.15	4.15	4.15	
Total mileage operated (all tracks)	103.55	103.55	72.08	31.47

MILEAGE OF LINE BY STATES.

State.	Line Represented by Capitel Stock. Main Line.	Total Mileage, Excluding Trackage Rights.	Rails. Iron.	Rails. Steel.
North Carolina	62.40	62.40	34.83	27.57
South Carolina	37.00	37.00	33.10	3.90
Total mileage operated (single track)	99.40	99.40	67.93	31.47

MILEAGE OWNED.

North Carolina	62.40	62.40	34.83	27.57
South Carolina	37.00	37.00	33.10	3.90
Total mileage owned (single track)	99.40	99.40	67.93	31.47

RENEWALS OF RAILS AND TIES.

New Ties Laid During Year:

Oak, first-class—number	29,812
Average price at distributing point	18 cts.
Oak, second-class—number	330
Average price at distributing point	5 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	783	391	32,871	23.78
Freight	1,645	823	34,942	47.10
Switching	80	40	3,538	22.32
Construction	329	164	7,911	41.46
Total	2.837	1,418	79,262	35.78
Average cost at distributing point	$ 1.38			

ACCIDENTS TO PERSONS.

	Injured.
Trainmen:	
Falling from trains and engines	1
Other Employees:	
Other causes	1
Passengers:	
Other causes	1
Trespassing:	
Other causes	3

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	Aggregate Length. Feet.	Aggregate Length. Inches.	Minimum Length. Feet.	Minimum Length. Inches.	Maximum Length. Feet.	Maximum Length. Inches.
Bridges:							
Wooden	1	50		50		50	
Combination	4	728	7	52	7	360	
Total	5	778	7				
Trestles	71	10,699		36		812	6

Overhead highway crossing, trestle 1; height above surface of rail, 14 feet 10 inches.

Gauge of track, three feet; 99.40 miles.

Digitized by Google

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY.

HISTORY.

The High Point, Randleman, Asheboro and Southern Railroad Company was organized December 6, 1888, under the laws of North Carolina, Acts 1887. The road was opened to Asheboro, N. C., 1889. The road is operated by the Richmond and Danville Railroad Company.

This company was chartered as the High Point and Randleman Railroad Company by the General Assembly in 1883, for the purpose of effecting a railroad communication between the towns of High Point and Asheboro. Its charter was amended by an Act of the General Assembly, ratified the 26th day of February, 1887, and the name of the company changed to its present name.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	H. W. Miller	Raleigh, N. C.
Treasurer	J. W. Hall	Washington, D. C.
Assistant Secretary	J. S. Miller	High Point, N. C.

PROPERTY OPERATED.

High Point, Randleman, Asheboro and Southern—from High Point, N. C., to Asheboro, N. C., 27.81 miles.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

High Point, Randleman, Asheboro and Southern Railroad Company leased to the Richmond and Danville Railroad Company for ninety-nine years from May 14, 1890; High Point Company leases all of its property of every description, privileges and franchises for a term of ninety-nine years; also any property that it may hereafter control; also any incomes, demands, claims, accounts due the High Point Company; Danville Company have sole and exclusive right to occupy such leased road and property; Danville Company to maintain property in good order as it now is, acts of God, public enemy excepted; Danville Company to collect and receive all revenues, tolls, etc., and to apply same as follows:

1. To the payment of maintaining cost and expenses of operating and maintaining said road and property.

2. To the payment of $500 per annum for maintaining corporate organization of the High Point, Randleman, Asheboro and Southern Railroad Company.

3. To payment of interest on first mortgage bonds of High Point Company, not to exceed $15,000 per mile, said bonds due and payable in gold coin April 1, 1939, and interest on same at 6 per cent., payable semi-annually in gold coin on the 1st day of April and October in each year.

4. Any and all residues of such receipts and income after above payments to be paid over to the High Point Company.

High Point Company to co-operate with the Danville Company in extending mortgage bonds if deemed necessary.

In case net or surplus receipts or revenues are not sufficient to wholly meet and discharge demands referred to above, the Danville Company, at its option, can advance necessary amount to make up such deficiency; such amounts to become a mortgage lien on the property, subject to the first mortgage bonds referred to above.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—number of shares authorized		5,000
Par value of shares	$	50 00
Total par value authorized		250,000 00
Total amount issued and outstanding		250,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. When due, 1939.

Amount of authorized issue	$	402,000 00
Amount issued		402,000 00
Amount outstanding		402,000 00
Amount of interest accrued during year		24,120 00

Rate of interest, 6 per cent., payable January and July.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$	402,000 00
Amount outstanding		402,000 00
Amount of interest accrued during year		25,120 00

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 250,000 00	27.70	$ 9,250 00
Bonds	402,000 00	27.70	14,880 00
Current liabilities	86,356 43	27.70	3,117 56

Digitized by Google

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY.—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD, EXPENDITURES DURING YEAR.

CONSTRUCTION:	
Right-of-way	$ 51 75
Telegraph line	20 89
Sidings and yard extensions	253 55
Total construction	$ 326 19

INCOME ACCOUNT.

Gross earnings from operation	$ 24,312 28	
Less operating expenses	20,104 72	
Income from operation		$ 4,207 56
Total income		$ 4,207 56
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 24,120 00	
Taxes	814 75	
Other deductions	312 26	
Total deductions from income		25,247 01
Deficit		$ 21,039 45
Deficit from operations of year ending June 30, 1893		$ 21,039 45
Deficit on June 30, 1892 [From "General Balance Sheet,"]		64,990 79
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 86,030 24

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 6,809 72
Mail			1,424 28
Express			253 77
Total passenger earnings			$ 8,287 77
FREIGHT:			
Freight revenue	$ 16,029 56		
Total deductions		$ 5 05	
Total freight revenue			$ 16,024 51
Total freight earnings			$ 16,024 51
Total gross earnings from operation			$ 24,312 28

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 2,398 57	$ 3,614 99	$ 6,013 56
Maintenance of equipment	632 76	1,043 55	1,676 31
Conducting transportation	2,940 20	7,512 21	10,452 41
General expenses	776 17	1,186 27	1,962 44
Grand total	$ 6,747 70	$ 13,357 02	$ 20,104 72

Percentage of expenses to earnings, 82.69 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.		June 30, 1893. Total.	Year Ending June 30, 1893. Increase.
	ASSETS.		
$ 652,000 00	Cost of road	$ 652,326 19	$ 326 19
64,990 79	Profit and loss	86,030 24	21,039 45
$ 716,990 79	Grand total	$ 738,356 43	$ 21,365 64
	LIABILITIES.		
$ 250,000 00	Capital stock	$ 250,000 00	
402,000 00	Funded debt	402,000 00	
64,990 79	Current liabilities	86,356 43	$ 21,365 64
$ 716,990 79	Grand total	$ 738,356 43	$ 21,365 64

Digitized by Google

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from High Point to Asheboro (27.70 miles). Amount of mortgage per mile of line, $14,880.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 679 93	$ 10
General office clerks	326	100,218	334 08	1
Station agents	5	1,283	1,884 00	1 47
Other station men	4	1,002	570 66	57
Enginemen	1	313	1,200 00	3 83
Firemen	1	313	581 00	1 86
Conductors	1	313	900 00	2 87
Other trainmen	3	939	1,095 21	1 17
Machinists	1	13	32 95	2 53
Carpenters	2	529	655 63	1 24
Other shopmen	1	61	94 96	1 55
Section foremen	3	939	1,440 00	1 53
Other trackmen	12	2,817	2,253 60	80
Switchmen, flagmen, and watchmen	1	62	25 20	41
Telegraph operators and dispatchers	5	246	679 10	2 76
All other employees and laborers	3	392	512 00	1 31
Total (including "General Officers")	386	115,645	$ 12,941 32	$ 11
Less "General Officers"	17	6,205	679 93	10
Total (excluding "General Officers")	369	109,440	$ 12,261 39	$ 11
DISTRIBUTION OF ABOVE:				
General administration	313	106,423	$ 1,014 01	$ 1
Maintenance of way and structures	19	4,661	4,771 23	1 02
Maintenance of equipment	2	74	127 91	1 73
Conducting transportation	22	4,487	7,028 17	1 57
Total (including "General Officers")	386	115,645	$ 12,941 32	$ 11
Less "General Officers"	17	6,205	679 93	10
Total (excluding "General Officers")	369	109,440	$ 12,261 39	$ 11

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	15,312			
Number of passengers carried one mile	233,325			
Average distance carried	15.23			
Total passenger revenue		6,600	72	
Average amount received from each passenger			43	820
Average receipts per passenger per mile			2	837
Estimated cost of carrying each passenger one mile			2	801
Total passenger earnings		8,287	77	
Passenger earnings per mile of road		298	1	402
Passenger earnings per train mile		1	80	171
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	28,650			
Number of tons carried one mile	651,776			
Average distance haul of one ton	22.73			
Total freight revenue		16,024	51	
Average amount received for each ton of freight			55	931
Average receipts per ton per mile			2	458
Estimated cost of carrying one ton one mile			2	049
Total freight earnings		16,024	51	
Freight earnings per mile of road		576	21	395
Freight earnings per train mile		1	22	333
PASSENGER AND FREIGHT:				
Passenger and freight revenue		22,634	23	
Passenger and freight revenue per mile of road		813	88	827
Passenger and freight earnings		24,312	28	
Passenger and freight earnings per mile of road		874	22	797
Gross earnings from operation		24,312	28	
Gross earnings from operation per mile of road		874	22	797
Gross earnings from operation per train mile		1	37	365
Expenses		20,104	72	
Expenses per mile of road		722	93	131

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	4,600
Miles run by freight trains	13,099
Total mileage trains earning revenue	17,699
Miles run by switching trains	10,552
Miles run by construction and other trains	980
Grand total train mileage	29,201

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line.		Iron.	Steel.
Miles of single track	27.81	27.81		27.81
Miles of yard track and sidings	2.44	2.44	2.44	
Total mileage operated (all tracks)	30.25	30.25	2.44	27.81

MILEAGE OF LINE BY STATES.

North Carolina, line represented by capital stock—main line	27.81
Total mileage, excluding trackage rights	27.81
Rails—steel	27.81

MILEAGE OWNED.

North Carolina, line represented by capital stock—main line	27.81
Total mileage operated	27.81
Rails—steel	27.81

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak—first-class (number)	2,600
Oak—first-class (average price at distributing point)	29 cts.
Oak—second class (number)	21
Oak—second-class (average price at distributing point)	12½ cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	283	2	284	9,713	58.47
Freight	334	7	337	19,268	34.46
Total	617	9	621	28,981	42.85
Average cost at distributing point	$ 2 04				

ACCIDENTS TO PERSONS.

Other causes, injured	1

CHARACTERISTICS OF ROAD.

From High Point to Asheboro, miles	27.81
Profile—Length of level line, miles	2.60
Ascending grades—number	36
Sum of ascents, feet	457
Aggregate length of ascending grades, miles	12.00
Descending grades—number	52
Sum of descents, feet	612.5
Aggregate length of descending grades, miles	15.21

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—number	2
Aggregate length, feet	102
Minimum length, feet	25
Maximum length, feet	77

Gauge of track, four feet nine inches; 28.71 miles.

Digitized by Google

MILTON AND SUTHERLIN RAILROAD COMPANY.

HISTORY.

The Milton and Sutherlin Railroad Company was chartered in 1876; opened in February, 1878; operated by the Richmond and Danville Railroad Company; the road is practically owned by the Richmond and Danville Company, which owns the controlling interest of its stock.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. W. Lewis	Milton, N. C.
Secretary-Treasurer	H. W. Hines	Milton, N. C.

PROPERTY OPERATED.

Milton and Sutherlin Railroad—from Milton, N. C., to Sutherlin, Va., 6.50 miles.

PROPERTY LEASED.

Milton and Sutherlin Railroad leased to the Richmond and Danville Railroad Company for a term of ninety-nine years from and after the 19th day of May, 1882, the Richmond and Danville Railroad Company guaranteeing the principal and interest on the outstanding bonds of the Milton and Sutherlin Narrow-gauge Railroad Company.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	1,200 00
Total amount issued and outstanding	419 70

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, 1887. When due, 1907.	
Amount of authorized issue	$ 156 00
Amount issued	156 00
Amount outstanding	156 00
Rate of interest, 8 per cent., payable January and July.	
Amount interest accrued during year	12 48

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 156 00
Amount outstanding	156 00
Amount interest accrued during year	12 48

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 1,200 00
Amount per mile of road (miles .27)	44 44
Bonds—total amount outstanding	156 00
Amount per mile of road (miles .27)	5 77

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 19 68	
Less operating expenses	41 36	
Deficit		$ 21 68
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 12 48	
Taxes	16 32	
Other deductions	21	
Total deductions from income		29 01
Deficit		$ 50 69

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 6 84
Mail			1 72
Express			14
Total passenger earnings			$ 8 70
FREIGHT:			
Freight revenue	$ 11 08		
Total deductions		$ 11	
Total freight revenue			10 98
Total freight earnings			$ 10 98
Total passenger and freight earnings			$ 19 68
Total gross earnings from operation			$ 19 68

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 5 43	$ 8 21	$ 13 70
Maintenance of equipment	2 04	2 69	4 73
Conducting transportation	4 93	14 05	18 98
General expenses	1 55	2 40	3 95
Grand total	$ 13 95	$ 27 35	$ 41 36

Percentage of earnings to expenses—entire line, $47.58.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 6 92	
General office clerks	326	100,218	4 80	
Station agents	1	313	600 00	$ 1 91
Other Station men	1	313	211 08	67
Enginemen	1	13	28 80	2 22
Firemen	1	13	12 00	92
Conductors	1	13	16 80	1 29
Other trainmen	1	13	7 80	60
Section foremen	1	13	16 80	1 29
Other trackmen	4	63	41 22	65
Total (including "General Officers")	354	107,177	$ 946 22	$ 1
Less "General Officers"	17	6,205	6 92	
Total (excluding "General Officers")	337	100,972	$ 939 30	$ 1

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	37			
Number of passengers carried one mile	210			
Average distance carried	.56			
Total passenger revenue		6	84	
Average amount received from each passenger			18	486
Average receipts per passenger per mile			3	257
Estimated cost of carrying each passenger one mile			6	642
Total passenger earnings		8	70	
Passenger earnings per mile of road			21	750
Passenger earnings per train mile			43	500
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	99			
Number of tons carried one mile	98			
Average distance haul of one ton	.9			
Total freight revenue		10	98	
Average amount received for each ton of freight			11	090
Average receipts per ton per mile			11	202
Estimated cost of carrying one ton one mile			27	928
Total freight earnings		10	98	
Freight earnings per mile of road			27	450
Freight earnings per train mile			18	474
PASSENGER AND FREIGHT:				
Passenger and freight revenue		17	82	
Passenger and freight revenue per mile of road			44	550
Passenger and freight earnings		19	68	
Passenger and freight earnings per mile of road			49	200
Gross earnings from operation		19	68	
Gross earnings from operation per mile of road			49	200
Gross earnings from operation per train mile			24	911
Expenses		41	36	
Expenses per mile of road		1	3	400

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	20
Miles run by freight trains	59
Total mileage trains earning revenue	79
Miles run by switching trains	23
Grand total train mileage	102

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.
	Main Line.		Iron.
Miles of single track	6.50	6.50	6.50
Miles of yard track and sidings	.12	.12	.12
Total mileage operated (all tracks)	6.62	6.62	6.62

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage, Excluding Trackage Rights.	RAILS.
	Main Line.		Iron.
North Carolina	.40	.40	.40
Virginia	6.10	6.10	6.10
Total mileage operated (single track)	6.50	6.50	6.50

MILEAGE OWNED.

North Carolina	.40	.40	.40
Virginia	6.10	6.10	6.10
Total mileage owned (single track)	6.50	6.50	6.50

Digitized by Google

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first class—number	1 3
Average price at distributing point	25 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	1	2	2	20	200
Freight	1	7	4	59	97.50
Switching				23	
Total	2	9	6	102	117.64
Average cost at distributing point	$ 2 00				

CHARACTERISTICS OF ROAD.

From Sutherlin, Va., to Milton, N. C., 6.50 miles.

Gauge of track, three feet.

Digitized by Google

NORTH CAROLINA MIDLAND RAILROAD COMPANY.

HISTORY.

The North Carolina Midland Railroad runs from Winston to Mocksville—length, 26.11 miles. Controlled by Richmond and Danville Railroad Company.

Consolidated Company with Winston-Salem and Mooresville Railroad Company; Winston-Salem and Madison Railroad Company and Dan Valley and Yadkin River Railroad Company consolidated September 9, 1880, under Act of Assembly, and named "North Carolina Midland Railroad Company."

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Vice-President	J. T. Morehead	Leaksville, N. C.
Secretary	H. W. Miller	Raleigh, N. C.

PROPERTY OPERATED.

North Carolina Midland Railroad—from Winston-Salem to Mocksville, 26.11 miles.

PROPERTY LEASED.

North Carolina Midland Railroad operated by the Richmond and Danville Railroad Company, which company receives all revenues, tolls, etc., and accounts therefor are rendered to North Carolina Midland Railroad Company.

OFFICERS.

See Richmond and Danville System, page 201.

CAPITAL STOCK.

Capital stock, common—issued at the rate of $25,000 per mile of road.

Total amount issued and outstanding	$ 650,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Rate per mile of road	$ 15,000 00
Amount issued	390,000 00
Amount outstanding	390,000 00
Rate of interest, 6 per cent., payable January and July.	
Amount interest accrued during year	23,400 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 300,000 00
Amount outstanding	300,000 00
Amount interest accrued during year	23,400 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Balance—current liabilities	$ 53,949 81

LIABILITIES.

Net traffic balances due to other companies	$ 33,549 81
Matured interest coupons unpaid	23,400 00

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 650,000 00
Amount per mile of road (26.11 miles)	25,000 00
Bonds—total amount outstanding	300,000 00
Amount per mile of road	15,000 00
Current liabilities—total amount outstanding	56,949 81
Amount per mile of road	2,181 15

EXPENDITURES DURING YEAR.

CONSTRUCTION:	
Right-of-way	$ 488 35
Sidings and yard extensions	558 85
Purchase of constructed road	28 50
Total construction	$ 1,075 70

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 14,719 80	
Less operating expenses	17,731 30	
Deficit		$ 3,011 50
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 23,400 00	
Taxes	601 41	
Other deductions	1,451 80	
Total deductions from income		$ 25,456 21
Deficit from operations of year ending June 30, 1893		$ 28,467 71
Deficit on June 30, 1892 [from "General Balance Sheet"]		27,403 40
Deficit on June 30, 1893 [for entry on "General Balance Sheet"]		$ 55,871 11

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 8,027 33
Mail			1,150 82
Express			229 84
Total passenger earnings			$ 9,407 99
FREIGHT:			
Freight revenue	$ 5,313 79		
Total deductions		$ 1 98	
Total freight revenue			$ 5,311 81
Total freight earnings			$ 5,311 81
Total passenger and freight earnings			$ 14,719 80
Total gross earnings from operation			$ 14,719 80

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 2,158 20	$ 3,204 41	$ 5,362 61
Maintenance of equipment	521 90	827 46	1,349 36
Conducting transportation	2,676 80	7,032 34	9,709 14
General expenses	522 80	787 39	1,310 19
Grand total	$ 5,879 70	$ 11,851 60	$ 17,731 30

Percentage of earnings to expenses—entire line, 83.01 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR END'G JUNE 30, 1893. Increase.
$ 1,040,003 00	Cost of road	$ 1,041,078 70	$ 1,075 70
27,403 40	Profit and loss	55,871 11	28,467 71
$ 1,067,406 40	Grand total	$ 1,096,949 81	$ 29,543 41
	LIABILITIES.		
$ 650,000 00	Capital stock	$ 650,000 00	
390,000 00	Funded debt	390,000 00	
27,406 40	Current liabilities	56,949 81	$ 29,543 41
$ 1,067,406 40	Grand total	$ 1,096,949 81	$ 29,543 41

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage. What road mortgaged—from Salem to Mocksville 26.11 miles. Amount of mortgage per mile of line, $15,000.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 486 67	$ 8
General office clerks	326	100,218	180 69	1
Station agents	4	970	1,545 00	1 59
Other station men	7	594	703 77	1 18
Enginemen	1	313	1,02) 00	3 26
Firemen	1	313	584 00	1 86
Conductors	2	314	896 07	2 00
Other trainmen	4	1,002	1.194 57	1 19
Machinists	1	60	151 80	2 53
Carpenters	3	350	433 91	1 24
Other shopmen	1	54	84 24	1 56
Section foremen	3	930	1,440 00	1 53
Other trackmen	11	3,448	2,651 11	77
Telegraph operators and dispatchers	4	390	432 59	1 11
All other employees and laborers	4	419	491 16	1 17
Total (including "General Officers")	389	115,614	$ 12,245 58	$ 10
Less "General Officers"	17	6,205	486 67	8
Total (excluding "General Officers")	372	109,409	$ 11,758 91	$ 10
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	$ 617 36	$ 1
Maintenance of way and structures	19	5,045	4,902 58	97
Maintenance of equipment	3	150	286 04	1 91
Conducting transportation	24	3,996	6,439 60	1 61
Total (including "General Officers")	389	115,614	$ 12,245 58	$ 10
Less "General Officers"	17	6,205	486 67	8
Total (excluding "General Officers")	372	109,409	$ 11,758 91	$ 10

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	13,561			
Number of passengers carried one mile	234,858			
Average distance carried	17.31			
Total passenger revenue		8,027	33	
Average amount received from each passenger			59	194
Average receipts per passenger per mile			3	417
Estimated cost of carrying each passenger one mile			2	503
Total passenger earnings		9,407	99	
Passenger earnings per mile of road		360	32	133
Passenger earnings per train mile		2		408
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	5,238			
Number of tons carried one mile	107,386			
Average distance haul of one ton	20 56			
Total freight revenue		5,311	81	
Average amount received for each ton of freight		1	1	409
Average receipts per ton per mile			4	946
Estimated cost of carrying one ton one mile			11	036
Total freight earnings		5,311	81	
Freight earnings per mile of road		203	43	967
Freight earnings per train mile			40	900
PASSENGER AND FREIGHT:				
Passenger and freight revenue		13,339	14	
Passenger and freight revenue per mile of road		510	88	225
Passenger and freight earnings		14,719	80	
Passenger and freight earnings per mile of road		563	76	100
Gross earnings from operation		14,719	80	
Gross earnings from operation per mile of road		563	76	100
Gross earnings from operation per train mile			83	242
Expenses		17,731	30	
Expenses per mile of road		679	9	906

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	4,696
Miles run by freight trains	12,987
Total mileage trains earning revenue	17,683
Miles run by switching trains	3,363
Miles run by construction and other trains	1,203
Grand total train mileage	22,249

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line.		Iron.	Steel.
Miles of single track	26.11	26.11	23.83	2.28
Miles of yard track and sidings	.88	.88	.88	
Total mileage operated (all tracks)	26 99	26.99	24.71	2.28

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	26.11
Total mileage, excluding trackage rights	26.11
Rails—iron	23.83
Rails—steel	2.28

MILEAGE OWNED.

North Carolina—line represented by capital stock, main line	26.11
Total mileage, excluding trackage rights	26.11
Rails—iron	23.83
Rails—steel	2.28

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	323	4	325	9,068	70.57
Freight	394	5	397	12086	65.69
Construction	18		18	1,095	52.87
Total	735	9	1,202	22,249	66.51
Average cost at distributing point	$ 2 04				

ACCIDENTS TO PERSONS.

EMPLOYEES:

Other causes, injured 1

PASSENGERS:

Other causes, injured 1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, &c.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
BRIDGES:							
Stone	2	122		61		61	
Iron	1	637		637		637	
Wooden	2	150		75		75	
Total	5	909					
Trestles	9	2,262		51		606	

Overhead highway crossing, trestle, 1; height above surface of rail, 22 feet.

Gauge of track, four feet nine inches; 26 11 miles.

Digitized by Google

NORTH-WESTERN NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The North-Western North Carolina Railroad Company was chartered under the laws of North Carolina. Ordinance to incorporate, Ordinance 17, page 37; Act to confirm ordinance and charter, Private Laws, 1868, chapter 9, page 10; charter amended, Acts 1871-'72, chapter 25; Acts 1881, chapter 162. Road opened to Winston (Salem), 26 miles, in March, 1873. Extended westward seven miles in 1888; to Donaha early in 1889, and to Wilkesboro in 1890. The road is virtually owned by the Richmond and Danville Railroad Company.

The purpose of this company, as declared in the original Act of incorporation, ratified by the Convention on the 9th day of March, 1868, was to construct a railroad from some point on the North Carolina Railroad between the towns of Greensboro and Lexington, running by way of Salem and Winston to some point on the north-western boundary line of the State, to be determined afterwards. It was allowed to have a capital stock of $2,000,000, and a corporate existence of 99 years. The charter was ratified and confirmed by Act of the General Assembly, passed 11th day of August, A. D. 1868, and the privileges of the company were afterwards enlarged by the Act of the Assembly, ratified the 2d day of March, 1881, allowing it to extend and construct its road from Winston through the counties of Forsyth, Davidson, Yadkin, Davie, Rowan and Iredell, or any of them, to Statesville, or some other point on the Western North Carolina Railroad, and to build and operate branches thereto.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	C. M. Crump	Richmond, Va.

PROPERTY OPERATED.

North-Western North Carolina—from Greensboro, N. C., to Wilkesboro, N. C., 100.15 miles.

Digitized by Google

PROPERTY LEASED.

North-Western North Carolina Railroad leased to the Richmond and Danville Railroad Company for 99 years, from July 21, 1890. North-Western Company leases to the Danville Company all its property of every description now owned or which may hereafter be owned, including all corporate rights, privileges and franchises, tolls, rents, revenues, etc., North-Western Company reserving and retaining so much of its corporate franchises, rights and privileges as are necessary to maintain its corporate organization; Danville Company to have sole right to occupy, use and enjoy such leased road; Danville Company to maintain right of road, rolling stock and property in as good condition as same are now in, acts of God and public enemy excepted; Danville Company to apply the whole of the receipts, income and revenues as follows:

1. To payment of current cost and expenses of maintaining, operating said road or property, all taxes, etc.

2. To payment of $500 per annum for maintenance of corporate organization of North-Western North Carolina Railroad Company.

3. The payment of interest on first mortgage bonds of the North-Western Company, amounting to $5,000, bearing interest at 6 per cent. per annum, payable in gold coin semi-annually, on the first days of October and April in each year, and principal payable on the first day of April, 1938.

4. Any and all residue after above payments to be paid over to the North-Western Company; North-Western Company to co-operate with the Danville Company to extend bonds if deemed necessary.

In case net or surplus receipts or revenues are not sufficient to pay all expenses and interest on first mortgage bonds, Danville Company shall make up such deficiency, amounts thus applied to be a mortgage lien on the property, subject only to the first mortgage bonds referred to above.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100
Total par value authorized	1,500,000 00
Total amount issued and outstanding	1,440,600 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1888. When due, 1938.

Amount of authorized issue	$ 1,500,000 00
Amount issued	1,500,000 00
Amount outstanding	1,500,000 00
Rate of interest, 6 per cent., payable August and October.	
Amount of interest accrued during year	90,000 00
Amount of interest paid during year	90,600 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 1,500,000 00
Amount outstanding	1,500,000 00
Amount of interest accrued during year	90,000 00
Amount of interest paid during year	40,290 00

CURRENT LIABILITIES.

Net traffic balances due to other companies	$ 463,252 04
Interest due	49,710 00

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 1,440,600 00	100.15	$ 14,406 00
Bonds	1,500,000 00		15,000 00
Current liabilities	512,962 04		5,129 62

Digitized by Google

NORTH-WESTERN NORTH CAROLINA RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD, EXPENDITURES DURING YEAR.

CONSTRUCTION:	
Other real estate	$ 142 00
Grading and bridge and culvert masonry	478 50
Sidings and yard extensions	3,339 64
Other items	3,008 92
Total construction	$ 7,019 06

INCOME ACCOUNT.

Gross earnings from operation	$ 146,903 72	
Less operating expenses	122,943 38	
Income from operation		$ 23,960 34
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 90,000 00	
Taxes	3,697 76	
Other deductions	2,987 49	
Total deductions from income		$ 96,685 25
Deficit from operations of year ending June 30, 1893		$ 72,724 91
Deficit on June 30, 1892 [From "General Balance Sheet,"]		450,904 81
Deductions for year		$ 22,950 00
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 500,679 72

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 66,417 93		
Total deductions		$ 1 25	
Total passenger revenue			$ 66,416 68
Mail			10,570 20
Express			3,199 97
Other items			59 37
Total passenger earnings			$ 80,246 22
FREIGHT:			
Freight revenue	$ 66,979 52		
Total deductions		$ 372 41	
Total freight revenue			$ 66,607 11
Other items			19 62
Total freight earnings			$ 66,626 73
Total passenger and freight earnings			$ 146,872 95
OTHER EARNINGS FROM OPERATION:			
Other sources			$ 30 77
Total other earnings			$ 30 77
Total gross earnings from operation—N. C			146,872 95
Total gross earnings from operation—entire line			$ 146,903 72

Digitized by Google

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 13,736 85	$ 20,618 76	$ 34,355 61
Maintenance of equipment	3,525 68	6,905 15	10,430 83
Conducting transportation	19,563 45	48,073 03	67,636 48
General expenses	4,281 22	6,239 24	10,520 46
Grand total	$ 41,107 20	$ 81,836 18	$ 122,943 38

Percentage of expenses to earnings—entire line, 83.69 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.		June 30, 1893. Total.	Year End'ng June 30, 1893. Increase.
	ASSETS.		
$ 2,945,863 26	Cost of road	$ 2,952,882 32	$ 7,019 06
450,904 81	Profit and loss	500,679 72	49,774 91
$ 3,396,768 07	Grand total	$ 3,453,562 01	$ 56,793 97
	LIABILITIES.		
$ 1,440,600 00	Capital stock	$ 1,440,600 00	
1,500,000 00	Funded debt	1,500,000 00	
456,168 07	Current liabilities	512,962 01	$ 56,793 97
$ 3,396,768 07	Grand total	$ 3,453,562 04	$ 56,793 97

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	93,063			
Number of passengers carried one mile	2,419,234			
Average distance carried	25.82			
Total passenger revenue		66,416	68	
Average amount received from each passenger			70	909
Average receipts per passenger per mile			2	745
Estimated cost of carrying each passenger one mile			1	699
Total passenger earnings		80,246	22	
Passenger earnings per mile of road		801	26	030
Passenger earnings per train mile			87	492
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	80,215			
Number of tons carried one mile	3,295,833			
Avearage distance haul of one ton	41.08			
Total freight revenue		66,607	11	
Average amount received for each ton of freight			83	035
Average receipts per ton per mile			2	020
Estimated cost of carrying one ton one mile			2	483
Total freight earnings		66,626	73	
Freight earnings per mile of road		665	26	939
Freight earnings per train mile		1	2	852
PASSENGER AND FREIGHT:				
Passenger and freight revenue		133,023	79	
Passenger and freight revenue per mile of road		1,328	21	553
Passenger and freight earnings		146,872	95	
Passenger and freight earnings per mile of road		1,466	52	989
Gross earnings from operation		146,903	72	
Gross earnings from operation per mile of road		1,466	83	694
Gross earnings from operation per train mile			93	061
Expenses		122,943	58	
Expenses per mile of road		1,227	59	440

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	92,861
Miles run by freight trains	64,779
Total mileage trains earning revenue	157,640
Miles run by switching trains	35,504
Miles run by construction and other trains	11,404
Grand total train mileage	204,548

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK. Main Line.	Total Mileage Operated.	RAILS. Iron.	Steel.
Miles of single track	100.15	100.15	18.85	81.30
Miles of yard track and sidings	5.78	5.78	5.78	
Total mileage operat'd (all tracks)	105.93	105 93	24.63	81.30

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	100.15
Total mileage, excluding trackage rights	100.15
Rails—iron	18.85
Rails—steel	81.30

MILEAGE OWNED.

North Carolina—line represented by capital stock, main line	100.15
Total mileage, excluding trackage rights	100.15
Rails—iron	18.85
Rails—steel	81 30

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	12,205
Average price at distributing point	30 cts.
Oak, second class—number	603
Average price at distributing point	25 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Cords. Soft.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	2,522	8	2,526	110,295	45.80
Freight	2,522	19	2,531	48,035	105.38
Switching	653		653	35,504	36.98
Construction	240		240	10,714	44.80
Total	5,937	27	5,950	204,548	58.17
Average cost at distributing point	$ 2 00				

ACCIDENTS TO PERSONS.

Trainmen:	
Coupling and uncoupling, injured	1
Other train accidents, injured	1
Other causes, injured	3
Total	5
Other Employees:	
At stations, injured	1
Other causes, injured	4
Total	5
Passengers:	
Other causes, injured	1
Trespassing:	
Other causes, killed	1

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 3,287 66	$ 52
General office clerks	326	100,218	2,504 41	2
Station agents	14	3,984	5,986 05	1 50
Other station men	36	8,101	9,439 52	1 16
Enginemen	8	1,935	6,422 79	3 32
Firemen	8	1,935	3,200 85	1 66
Conductors	6	1,482	3,909 58	2 64
Other trainmen	18	4,065	5,383 72	1 32
Machinists	2	200	506 00	2 53
Carpenters	7	1,598	1,984 88	1 24
Other shopmen	3	778	1,205 90	1 55
Section foremen	12	3,756	5,820 00	1 55
Other trackmen	47	14,711	11,768 80	80
Switchmen, flagmen, and watchmen	4	479	583 15	1 21
Telegraph operators and dispatchers	11	1,830	4,052 67	2 21
All other employees and laborers	40	8,559	9,236 67	1 08
Total (including "General Officers")	559	159,836	$ 75,301 65	$ 47
Less "General Officers"	17	6,205	3,287 66	52
Total (excluding "General Officers")	542	153,631	$ 72,013 99	$ 47

Digitized by Google

CHARACTERISTICS OF ROAD.

From Greensboro, N. C., to Wilkesboro, N. C., miles	100.15
Alignment—number of curves	252
Aggregate length of curved line, miles	45.20
Length of straight line, miles	54.95
Profile—length of level line, miles	11.51
Ascending grades, number	70
Sum of ascents, feet	318,960
Aggregate length of ascending grades, miles	60.50
Descending grades, number	50
Sum of descents, feet	148,355
Aggregate length of descending grades, miles	28.11

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:

Wooden	9
Aggregate length, feet	575
Minimum length, feet	50
Maximum length, feet	75
Combination	5
Aggregate length, feet	675
Minimum length, feet	125
Maximum length, feet	150

TRESTLES:

Number	54
Aggregate length, feet	10,003
Minimum length, feet	12
Maximum length, feet	750
Overhead highway crossings, trestles, number	3
Height of lowest above surface of rail, feet	22.4

Gauge of track, four feet nine inches; 100.15 miles.

Digitized by Google

OXFORD AND CLARKSVILLE RAILROAD COMPANY.

HISTORY.

The Oxford and Clarksville Railroad Company was chartered in January, 1885, and road completed toward the close of 1888. Leased to the Richmond and Danville Railroad Company October 30, 1888, for a term of ninety-nine years. No limitation as to duration of charter.

This company was chartered for the purpose of constructing a railway from the town of Oxford to some point on the Virginia State line, within the counties of Person, Granville, Vance or Warren, with a capital stock of $200,000, with power to increase the same to $1,000,000.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	H. W. Miller	Raleigh, N. C.
Treasurer	J. W. Hall	Washington, D. C.

PROPERTY OPERATED.

Oxford and Clarksville—from Durham, N. C., to North Carolina and Virginia State line, 49.32 miles.

PROPERTY LEASED.

Oxford and Clarksville Railroad Company leased to the Richmond and Danville Railroad Company for a term of ninety-nine years, from October 30, 1888; Oxford Company leases its railroad and property of every description, retaining so much of its corporate franchises and privileges as necessary to preserve its corporate organization; Oxford Company transfers to Danville Company all rents, incomes and claims of every description; Danville Company to have sole and exclusive rights to said leased property; Danville Company to keep said property in good condition and to receive all rents, tolls, charges, etc., from operation of said road, and to apply same as follows: 1. To payment of current cost and expenses to maintain said road, taxes, etc. 2. To payment of $500 for maintaining corporate organization of lessor company. 3. To payment of interest on first mortgage bonds, dated November 1, 1887, said bonds not to exceed $15,000 per mile; interest payable in gold coin semi-annually on the first days of May and November of each year; principal due November 1, 1937. 4. Any receipts remaining after above payments to be turned over to the Oxford Company.

Oxford Company to co-operate with the Danville Company in securing extensions of bonds.

In case net or surplus receipts are not sufficient to make such payments as above, the Danville company can supply such deficiency, and advances thus made will become a mortgage lien on property, subject only to the first mortgage bonds.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	1,000,000 00
Total amount issued and outstanding	1,000,000 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1887. When due, 1937. Rate of interest, 6 per cent. When payable—May and November.

Amount of authorized issue	$ 750,000 00
Amount issued	750,000 00
Amount outstanding	750,500 00
Amount of interest accrued during year	45,000 00
Amount of interest paid during year	600 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 750,000 00
Amount outstanding	750,000 00
Amount of interest accrued during year	45,000 00
Amount of interest paid during year	600 00

CURRENT LIABILITIES.

Net traffic balance due to other companies	$ 157,333 30
Interest	45,000 00
Total	$ 202,333 30

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 1,000,000 00	49.32	$ 20,275 79
Bonds	750,000 00	49.32	15,206 81
Current liabilities	202,333 30	49.32	4,102 49

Digitized by Google

OXFORD AND CLARKSVILLE RAILROAD.—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD, EXPENDITURES DURING YEAR.

CONSTRUCTION:

Sidings and yard extensions	$ 119 73

INCOME ACCOUNT.

Gross earnings from operation	$ 74,482 52	
Less operating expenses	77,513 01	
Deficit		$ 3,030 49
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 45,000 00	
Taxes	2,190 10	
Other deductions	1,769 29	
Total deductions from income		$ 48,959 39
Deficit		$ 51,989 88
Deficit from operations of year ending June 30, 1893		$ 51,989 88
Deficit on June 30, 1892 [From "General Balance Sheet,"]		156,546 08
Deductions for year		$ 6,350 00
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 202,185 97

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 19,415 18
Mail			3,814 32
Express			340 29
Other items			51 10
Total passenger earnings			$ 23,620 89
FREIGHT:			
Freight revenue	$ 50,971 18		
Total deductions		$ 113 78	
Total freight revenue			$ 50,857 40
Other items			4 23
Total freight earnings			$ 50,861 63
Total passenger and freight earnings			$ 74,482 52
Total gross earnings from operation			$ 74,482 52

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 10,453 85	$ 15,685 83	$ 26,139 68
Maintenance of equipment	2,543 77	4,701 42	7,245 19
Conducting transportation	11,072 27	27,389 28	38,461 55
General expenses	2,297 07	3,369 52	5,666 59
Grand total	$ 26,366 96	$ 51,146 05	$ 77,513 01

Percentage of earnings to expenses—entire line, $96.09.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.		JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.
	ASSETS.		
$ 1,750,027 60	Cost of road	$ 1,750,147 33	$ 119 73
156,546 13	Profit and loss	202,185 97	45,639 84
$ 1,906,573 73	Grand total	$ 1,952,333 30	$ 45,759 57
	LIABILITIES.		
$ 1,000,000 00	Capital stock	$ 1,000,000 00	
750,000 00	Funded debt	750,000 00	
156,573 73	Current liabilities	202,333 30	$ 45,759 57
$ 1,906,573 73	Grand total	$ 1,952,333 30	$ 45,759 57

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Soudan to Keysville (49.32 miles). Amount of mortgage per mile of line, $15,206.87.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 1,857 30	$ 29
General office clerks	326	100,218	1,473 96	1
Station agents	7	1,895	2,931 77	1 54
Other station men	21	2,639	2,646 39	1 00
Enginemen	7	847	3,184 72	3 76
Firemen	7	847	1,312 85	1 55
Conductors	6	972	2,685 71	2 76
Other trainmen	14	2,201	3,325 46	1 45
Machinists	1	62	156 86	2 53
Carpenters	5	1,060	1,303 78	1 23
Other shopmen	3	722	1,119 88	1 55
Section foremen	6	1,878	2,880 00	1 53
Other trackmen	24	7,512	6,007 60	80
Switchmen, flagmen, and watchmen	2	483	535 20	1 10
Telegraph operators and dispatchers	5	810	1,509 54	1 86
All other employees and laborers	22	6,040	5,093 14	84
Total (including "General Officers")	473	134,481	$ 38,024 16	$ 28
Less "General Officers"	17	6,205	1,857 30	29
Total (excluding "General Officers")	456	128,276	$ 36,166 86	$ 28
DISTRIBUTION OF ABOVE:				
General administration	313	106,423	$ 3,331 26	$ 3
Maintenance of way and structures	53	15,903	14,595 46	92
Maintenance of equipment	7	1,281	1,273 85	99
Conducting transportation	70	10,874	18,823 59	1 73
Total (including "General Officers")	473	134,481	$ 38,024 16	$ 28
Less "General Officers"	17	6,205	1,857 30	29
Total (excluding "General Officers")	456	128,276	$ 36,166 86	$ 28

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	30,185			
Number of passengers carried one mile	621,175			
Average distance carried	20.57			
Total passenger revenue		19,415	18	
Average amount received from each passenger			61	651
Average receipts per passenger per mile			3	125
Estimated cost of carrying each passenger one mile			4	241
Total passenger earnings		23,620	89	
Passenger earnings per mile of road		478	93	128
Passenger earnings per train mile			61	459
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	49,587			
Number of tons carried one mile	1,984,892			
Average distance haul of one ton	39.80			
Total freight revenue		50,857	40	
Average amount received for each ton of freight		1	2	561
Average receipts per ton per mile			2	562
Estimated cost of carrying one ton one mile			2	571
Total freight earnings		50,861	63	
Freight earnings per mile of road		1,031	25	772
Freight earnings per train mile			77	965
PASSENGER AND FREIGHT:				
Passenger and freight revenue		70,272	58	
Passenger and freight revenue per mile of road		1,424	82	927
Passenger and freight earnings		74,482	52	
Passenger and freight earnings per mile of road		1,510	18	900
Gross earnings from operation		74,482	52	
Gross earnings from operation per mile of road		1,510	18	900
Gross earnings from operation per train mile			71	487
Expenses		77,513	1	
Expenses per mile of road		1,571	63	442

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	38,433
Miles run by freight trains	65,236
Total mileage trains earning revenue	103,669
Miles run by switching trains	8,348
Miles run by construction and other trains	4,687
Grand total train mileage	116,704

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line.		Iron.	Steel.
Miles of single track	49.32	49.32	.24	49.08
Miles of yard track and sidings	2.64	2.64	2.64	
Total mileage operated (all tracks)	51.96	51.96	2.88	49.08

MILEAGE OF LINE BY STATES.

North Carolina, line represented by capital stock—main line	49.32
Total mileage, excluding trackage rights	49.32
Rails—Iron	.24
Rails—steel	49.98

MILEAGE OWNED.

North Carolina, line represented by capital stock—main line	49.32
Total mileage, excluding trackage rights	49.32
Rails—iron	.24
Rails—steel	49.08

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak—first-class, number	21,925
Oak—first-class, average price at distributing point	29 cts.
Oak—second class, number	660
Oak—second-class, average price at distributing point	12 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal-Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	934	4	936	38,866	48.16
Freight	2,134	25	2,147	73,805	58.18
Construction	84	84	126	4,033	62.48
Total	3,152	113	3,209	116,704	54.99
Average cost at distributing point	$ 2 00				

ACCIDENTS TO PERSONS.

TRAINMEN:	
Coupling and uncoupling, injured	3
Falling from trains and engines, injured	1
Other train accidents, injured	1
OTHER EMPLOYEES:	
Other causes, injured	5
TRESPASSING:	
At highway crossings, injured	2
Other causes, killed	2

CHARACTERISTICS OF ROAD.

From Durham, N. C., to N. C. State Line, 49.32 miles.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—combination, number	2
Aggregate length, feet	275
Minimum length, feet	125
Maximum length, feet	150
Trestles—number	34
Aggregate length, feet	4,740
Minimum length, feet	10
Maximum length, feet	1,588

Gauge of track, four feet nine inches; 49.32 miles.

Digitized by Google

OXFORD AND HENDERSON RAILROAD.

HISTORY.

Date of organization, May 24, 1880.

The Oxford and Henderson Railroad was opened August 16, 1881. Leased to the Richmond and Danville Railroad Company, October 30, 1888, for a term of ninety-nine years.

This company was chartered by Act of the General Assembly, ratified the 25th day of March, 1871, and the charter amended by Act of the General Assembly, ratified 11th day of March, 1879. No limitation as to duration of its charter in the Act.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Vice-President	A. H. A. Williams	Oxford, N. C.
Secretary	H. W. Miller	Raleigh, N. C.
Treasurer	J. W. Hall	Washington, D. C.

PROPERTY OPERATED.

Oxford and Henderson Railroad—from Oxford, N. C., to Henderson, N. C., 12.94 miles.

PROPERTY LEASED.

Oxford and Henderson Railroad leased to the Richmond and Danville Company for ninety-nine years from October 30, 1888; Henderson Company leases all of its property of every description, reserving such of its corporate franchises and rights as are necessary to preserve corporate organization; Henderson Company transfers all its rents, claims of every description to the Danville Company; Danville Company to have sole right to use all property leased; Danville Company to have all receipts, incomes and revenues from operation of said road, and to apply same as follows:

1. To the payment of current cost and expenses of maintaining and operating road and payment of taxes.

2. To the payment of $500 for maintaining corporate organization of the Oxford and Henderson Railroad Company.

3. To the payment of interest on first mortgage bonds, amounting to $195,000, bearing interest at rate of six per cent. in gold coin, payable semi-annually first days of January and July in each year; principal being due July 1, 1937.

4. All residue of such receipts, after above payments, to be turned over to the Henderson Company.

Henderson Company to co-operate with the Danville Company in securing extension of its bonds.

In case net or surplus receipts or revenues are not sufficient to pay all expenses and interest on first mortgage bonds, Danville Company shall make up such deficiency, amounts thus applied to be a mortgage lien on the property, subject only to the first mortgage bonds referred to above.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	325,000 00
Total amount issued and outstanding	325,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. When due, 1937.

Amount of authorized issue	$ 195,000 00
Amount issued	195,000 00
Amount outstanding	195,000 00

Rate of interest, 6 per cent., payable May and August.

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	$ 195,000 00
Amount outstanding	195,000 00
Amount interest accrued during year	11,700 00

CURRENT LIABILITIES.

Net traffic balances due to other companies	$ 45,192 21
Interest	11,700 00
Total	$ 56,892 21

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 325,000 00	13	$ 25,000 00
Bonds	195,000 00	13	15,000 00
Current liabilities	56,892 21	13	4,376 32
Total			$ 40,000 00

Digitized by Google

OXFORD AND HENDERSON RAILROAD.—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System, page 201.

COST OF ROAD, EXPENDITURES DURING YEAR.

Sidings and yard extensions	$ 162 30
Other items	80 74
Total	$ 243 04

INCOME ACCOUNT.

Gross earnings from operation	$ 12,056 60	
Less operating expenses	15,976 34	
Deficit		$ 3,919 74
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 11,700 00	
Taxes	467 08	
Other deductions	244 94	
Total deductions from income		12,412 02
Deficit		$ 16,331 76
Deficit from operations of year ending June 30, 1893		$ 16,331 76
Deficit on June 30, 1892 [From "General Balance Sheet,"]		31,883 42
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 48,215 18

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			$ 5,224 29
Mail			673 08
Express			81 06
Other items			203 49
Total passenger earnings			$ 6,181 83
FREIGHT:			
Freight revenue	$ 5,896 88		
Total deductions		$ 42 11	
Total freight revenue			$ 5,874 77
Total freight earnings			$ 5,874 77
Total passenger and freight earnings			$ 12,056 60
Total gross earnings from operation			$ 12,056 60

OPERATING EXPENSES.

ITEMS.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 1,243 43	$ 1,860 71	$ 3,104 14
Maintenance of equipment	719 96	1,062 18	1,782 14
Conducting transportation	2,767 70	7,227 21	9,994 91
General expenses	441 10	654 05	1,095 15
Grand total	$ 5,172 19	$ 10,804 15	$ 15,976 34

Percentage of earnings to expenses, 75.46 per cent.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.		JUNE 30, 1893. Total.	YEAR END'NG JUNE 30, 1893. Increase.
	ASSETS.		
$ 528,433 99	Cost of road	$ 528,677 03	$ 243 04
31,883 42	Profit and loss	48,215 18	16,331 76
$ 560,317 41	Grand total	$ 576,892 21	$ 16,574 80
	LIABILITIES.		
$ 325,000 00	Capital stock	$ 325,000 00	
195,000 00	Funded debt	195,000 00	
40,317 41	Current liabilities	56,892 21	$ 16,574 80
$ 560,317 41	Grand total	$ 576,892 21	$ 16,574 80

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Oxford to Henderson, 13 miles. Amount of mortgage per mile of line, $15,000.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 348 01	$ 5
General office clerks	326	100,218	227 22	1
Station agents	3	688	1,668 00	2 42
Other station men	6	1,127	989 81	88
Enginemen	1	313	1,020 00	3 26
Firemen	1	313	584 00	1 87
Conductors	1	313	736 50	2 35
Other trainmen	2	626	814 25	1 30
Machinists	1	10	25 30	2 53
Carpenters	3	224	276 35	1 23
Other shopmen	1	78	120 62	1 55
Section foremen	1	313	480 00	1 53
Other trackmen	5	1,565	1,236 35	79
Switchmen, flagmen and watchmen	1	62	48 00	77
Telegraph operators and dispatchers	4	464	787 27	1 70
All other employees and laborers	3	313	288 01	92
Total (including "General Officers")	376	112,832	$ 9,649 69	$ 8
Less "General Officers"	17	6,205	348 01	5
Total (excluding "General Officers")	359	106,627	$ 9,301 68	$ 7
DISTRIBUTION OF ABOVE:				
General administration	313	106,423	$ 575 23	$ 1
Maintenance of way and structures	10	2,352	2,247 61	96
Maintenance of equipment	3	103	168 71	1 59
Conducting transportation	20	3,954	6,663 11	1 69
Total (including "General Officers")	376	112,832	$ 9,649 69	$ 8
Less "General Officers"	17	6,205	348 01	5
Total (excluding "General Officers")	359	106,627	$ 9,301 68	$ 7

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	14,562			
Number of passengers carried one mile	171,728			
Average distance carried	12.06			
Total passenger revenue		5,224	29	
Average amount received from each passenger			35	876
Average receipts per passenger per mile			3	042
Estimated cost of carrying each passenger one mile			3	011
Total passenger earnings		6,181	83	
Passenger earnings per mile of road		477	73	037
Passenger earnings per train mile			82	788
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	5,473			
Number of tons carried one mile	70,899			
Average distance haul of one ton	12.76			
Total freight revenue		5,874	77	
Average amount received for each ton of freight		1	7	340
Average receipts per ton per mile			8	286
Estimated cost of carrying one ton one mile			15	238
Total freight earnings		5,874	77	
Freight earnings per mile of road		454		077
Freight earnings per train mile			26	404
PASSENGER AND FREIGHT:				
Passenger and freight revenue		11,099	6	
Passenger and freight revenue per mile of road		857	73	261
Passenger and freight earnings		12,056	60	
Passenger and freight earnings per mile of road		931	73	104
Gross earnings from operation		12,056	60	
Gross earnings from operation per mile of road		931	73	101
Gross earnings from operation per train mile			40	572
Expenses		15,976	34	
Expenses per mile of road		1,234	64	760

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	7,467
Miles run by freight trains	22,249
Total mileage trains earning revenue	29,716
Miles run by switching trains	3,496
Miles run by construction and other trains	450
Grand total train mileage	33,662

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line.		Iron.	Steel.
Miles of single track	12.94	12.94	12.13	.81
Miles of yard track and sidings	.71	.71	.71	
Total mileage operated (all tracks)	13 65	13.65	12.84	.81

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	12.94
Total mileage, excluding trackage rights	12.94
Rails—iron	12.13
Rails—steel	.81

MILES OWNED.

North Carolina—line represented by capital stock, main line	12.94
Total mileage, excluding trackage rights	12.94
Rails—iron	12.13
Rails—steel	.81

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	2,728
Average price at distributing point	30 cts.
Oak, second-class—number	330
Average price at distributing point	15 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	342	4	344	16,205	42.45
Freight	312	4	314	16,089	39.03
Construction	6		6	88	136.26
Total	660	8	664	32,372	41.02
Average cost at distributing point	$ 2 32				

ACCIDENTS TO PERSONS.

Passengers:

Derailments, injured

CHARACTERISTICS OF ROAD.

From Oxford to Henderson, miles	12.94
Alignment—Number of curves	43
Aggregate length of curved line, miles	5.60
Length of straight line, miles	7.34
Profile—Length of level line, miles	5.60
Ascending grades—number	26
Sum of ascents, feet	19,200
Aggregate length of ascending grades, miles	3.60
Descending grades—number	30
Sum of descents, feet	20,250
Aggregate length of descending grades, miles	3.74

TRESTLES.

Trestles—Number	3
Aggregate length, feet	412
Minimum length, feet	98
Maximum length, feet	175

Gauge of track, four feet, nine inches; 12.94 miles.

DANVILLE AND WESTERN RAILROAD COMPANY.

HISTORY.

Only one mile in North Carolina; operated by the Richmond & Danville Railroad Company.

Digitized by Google

STATE UNIVERSITY RAILROAD.

HISTORY.

Date of organization, April 12, 1879.

The State University Railroad was opened from University Station, on the North Carolina Railroad, to Chapel Hill in 1881. Built partly by contributions from the Richmond and Danville Railroad Company, which owns a majority of its stock. Leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881.

This company was first chartered as the Chapel Hill Iron Mountain Railroad Company by Act of the General Assembly, ratified the 10th day of February, 1873. Afterwards amended by Act of the General Assembly, ratified 4th day of March, 1879, and name changed to its present name. No limitation expressed in Act of incorporation as to duration of its charter.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	H. W. Miller	Raleigh, N. C.
Treasurer	J. W. Hall	Washington, D. C.

All other officers same as Richmond and Danville Railroad.

PROPERTY OPERATED.

State University Railroad—from Chapel Hill to University Station, N. C., 10.20 miles.

PROPERTY LEASED.

State University Railroad leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881. Under this agreement the Richmond and Danville Railroad Company is to complete and operate the said State University Railroad, for and during the term of its operation of the North Carolina Railroad, either under the lease of said road then existing or under any lease subsequently made, receiving and applying to its own use all revenue arising from such operation, with privilege of removing rails at the expiration of lease.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100
Total par value authorized	31,300 00
Total amount issued and outstanding	31,300 00

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 31,300 00
Amount per mile of road (miles 10.20)	3,130 00

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 5,492 69	
Less operating expenses	8,972 23	
Deficit		$ 3,479 54
DEDUCTIONS FROM INCOME:		
Permanent improvements	$ 190 15	
Total deductions from income		190 15
Deficit		$ 3,669 69

EARNINGS FROM OPERATION.

PASSENGER:	
Total passenger revenue	$ 2,907 02
Mail	484 33
Express	99 89
Total passenger earnings	$ 3,491 24
FREIGHT:	
Total deductions	$ 4 94
Total freight revenue	2,001 45
Total freight earnings	$ 2,001 45
Total gross earnings from operation	$ 5,492 69

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 1,270 60	$ 1,942 18	$ 3,212 78
Maintenance of equipment	323 18	533 75	856 93
Conducting transportation	1,195 18	2,832 13	4,027 31
General expenses	349 38	525 83	875 21
Grand total	$ 3,138 34	$ 5,833 89	$ 8,972 23

Percentage of earnings to expenses—entire line, 61.21 per cent.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 324 71	$ 1
General office clerks	326	100,218	166 86	1
Station agents	1	313	480 00	1 53
Other Station men	1	21	12 34	59
Enginemen	1	313	780 00	2 49
Firemen	1	313	240 00	80
Conductors	1	313	638 25	2 04
Other trainmen	1	313	273 00	87
Machinists	1	20	50 60	2 53
Carpenters	3	344	426 21	1 24
Other shopmen	1	24	37 85	1 57
Section foremen	1	313	480 00	1 53
Other trackmen	5	1,565	954 65	61
Telegraph operators and dispatchers	2	57	118 17	2 07
All other employees and laborers	2	313	102 87	33
Total (including "General Officers")	364	110,645	$ 5,085 51	$ 5
Less "General Officers"	17	6,205	324 71	1
Total (excluding "General Officers")	347	103,440	$ 4,760 80	$ 4
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	491 57	1
Maintenance of way and structures	10	2,528	1,927 73	76
Maintenance of equipment	2	44	88 45	2 01
Conducting transportation	9	1,650	2,577 76	1 56
Total (including "General Officers")	364	110,645	$ 5,085 51	$ 5
Less "General Officers"	17	6,205	324 71	1
Total (excluding "General Officers")	347	104,440	$ 4,760 80	$ 4

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	9,383			
Number of passengers carried one mile	92,340			
Average distance carried	9.8			
Total passenger revenue		2,907	2	
Average amount received from each passenger			30	981
Average receipts per passenger per mile			3	148
Estimated cost of carrying each passenger one mile			3	398
Total passenger earnings		3,491	24	
Passenger earnings per mile of road		312	27	843
Passenger earnings per train mile			94	258
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	2,539			
Number of tons carried one mile	25,216			
Avearage distance haul of one ton	9.9			
Total freight revenue		2,001	45	
Average amount received for each ton of freight			74	890
Average receipts per ton per mile			7	937
Estimated cost of carrying one ton one mile			23	135
Total freight earnings		2,001	45	
Freight earnings per mile of road		196	22	058
Freight earnings per train mile			19	731
PASSENGER AND FREIGHT:				
Passenger and freight revenue		4,908	47	
Passenger and freight revenue per mile of road		481	22	254
Passenger and freight earnings		5,492	69	
Passenger and freight earnings per mile of road		538	49	901
Gross earnings from operation		5,492	69	
Gross earnings from operation per mile of road		538	49	901
Gross earnings from operation per train mile			38	265
Expenses		8,972	23	
Expenses per mile of road		879	63	050

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	3,701
Miles run by freight trains	10,650
Total mileage trains earning revenue	14,354
Miles run by construction and other trains	413
Grand total train mileage	14,767

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.
	Main Line.		Iron.
Miles of single track	10.20	10.20	10.20
Miles of yard track and sidings	.42	.42	.42
Total mileage operated (all tracks)	10.62	10.62	10.62

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	10.20
Total mileage, excluding trackage rights	10.20
Rails—iron	10.20

MILEAGE OWNED.

North Carolina—line represented by capital stock, main line	10.20
Total mileage, excluding trackage rights	10.20
Rails—iron	10.20

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	1,404
Average price at distributing point	28 cts.
Oak, second class—number	2,328
Average price at distributing point	28 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Cords. Soft.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	15	184	107	7,294	29.33
Freight	17	235	134	7,473	35.86
Total	32	419	241	14,767	32.64
Average cost at distributing point	$ 2 25				

ACCIDENTS TO PERSONS.

OTHER EMPLOYEES:

Other causes, killed	1
Other causes, injured	1
Total	2

CHARACTERISTICS OF ROAD.

From University, N. C., to Chapel Hill, N. C. (miles)	10.20
Alignment—number of curves	29
Aggregate length of curved line, miles	5.3
Length of straight line, miles	4.9
Profile—ascending grades, number	15
Sum of ascents, feet	24,288
Aggregate length of ascending grades, miles	4.7
Descending grades—number	14
Sum of descents, feet	29,040
Aggregate length of descending grades, miles	5.5

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, combination—number	1
Aggregate length, feet	71.3
Minimum length, feet	71.3
Maximum length, feet	71.3
Trestles—number	12
Aggregate length, feet	2,192
Minimum length, feet	10
Maximum length, feet	370

Gauge of track, four feet nine inches; 10.20 miles.

Digitized by Google

STATESVILLE AND WESTERN RAILROAD COMPANY.

HISTORY.

Chartered March 2, 1887; road opened September, 1887. The road is leased to and operated by the Richmond and Danville Railroad Company.

The purpose of this company was to construct and operate a railroad from a point on the Western North Carolina Railroad, near the town of Statesville, to a point on the Tennessee line, passing by or near the towns of Taylorsville and Wilkesboro.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Treasurer	John W. Hall	Atlanta, Ga.
Secretary	H. W. Miller	Raleigh, N. C.

PROPERTY OPERATED.

Statesville and Western Railroad—From Statesville, N. C., to Taylorsville, N. C.; 20.36 miles.

PROPERTY LEASED.

Lease of Statesville and Western Railroad to Richmond and Danville Company, dated October 27, 1888.

Statesville Company leases, demises and farms out all its property of every description for ninety-nine years to the Danville Company; Statesville Company reserving its corporate franchises and privileges; the lease to be forfeited if Danville Company does not keep terms of agreement; Danville Company to maintain property in good condition, revenue of company to be applied as follows:

1. Payment of costs and expenses of maintaining and repairing said road, all taxes, insurance, etc.

2. Danville Company to pay $500 per annum for maintaining corporate organization of Statesville Company.

3. The payment of interest on first mortgage bonds bearing date July 1, 1887, amounting to $300,000, bearing six per cent. interest, payable January and July, principal being payable in gold coin July, 1937.

4. Any residue of said receipts and income to be paid to the Statesville Company; Statesville Company to co-operate with Danville Company to extend said mortgage if desired. In case any surplus revenue derived from the earnings of said road are not sufficient to pay expenses and interest on bonded indebtedness, Danville Company can supply same, which will act as a mortgage lien subject only to the first mortgage. Statesville Company shall not have any right or power to build any additions or branches without written assent of the Danville Company.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	500,000 00
Total amount issued and outstanding	500,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, 1887. When due, 1937.	
Amount of authorized issue	$ 300,000 00
Amount issued	300,000 00
Amount outstanding	300,000 00
Rate of interest, 6 per cent. When payable, January and July.	
Interest accrued	18,000 00

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 500,000 00	20.36	$ 25,000 00
Bonds	300,000 00	20.36	15,000 00
Current liabilities	38,254 47	20 36	1,878 90

Digitized by Google

STATESVILLE AND WESTERN RAILROAD COMPANY—
CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

INCOME ACCOUNT.

Gross earnings from operation	$ 8,476 04	
Less operating expenses	13,122 49	
Deficit		$ 4,646 45
DEDUCTIONS FROM INCOME:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	$ 18,000 00	
Taxes	387 19	
Other deductions	114 05	
Total deductions from income		$ 18,501 24
Deficit		$ 23,147 69
Deficit from operations of year ending June 30, 1893		$ 23,147 69
Deficit on June 30, 1892 [From "General Balance Sheet,"]		73,738 31
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 96,886 00

EARNINGS FROM OPERATION.

PASSENGER:	
Total passenger revenue	$ 2,825 59
Mail	1,078 46
Total passenger earnings	$ 4,051 05
FREIGHT:	
Total freight revenue	4,415 05
Total freight earnings	$ 4,415 05
Total passenger and freight revenue	$ 8,466 10
OTHER EARNINGS FROM OPERATION:	
Rents not otherwise provided for	9 94
Total other earnings	$ 9 94
Total gross earnings from operation	$ 8,476 04

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 2,252 27	$ 3,533 57	$ 5,785 84
Maintenance of equipment	471 32	736 45	1,207 77
Conducting transportation	1,580 63	3,433 18	4,963 81
General expenses	465 08	699 99	1,165 07
Grand total	$ 4,719 30	$ 8,403 19	$ 13,122 49

Percentage of earnings to expenses—entire line, 63.82 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR END'NG JUNE 30, 1893. Increase.
$ 800,093 86	Cost of road	$ 800,498 47	$ 404 61
73,738 31	Profit and loss	96,886 00	23,147 69
$ 873,832 17	Grand total	$ 897,384 47	$ 23,552 30
	LIABILITIES.		
$ 500,000 00	Capital stock	$ 500,000 00	
300,000 00	Funded debt	300,000 00	
14,702 17	Current liabilities	38,254 47	$ 23,552 30
59,130 00	R. and W. Terminal Company	59,130 00	
$ 873,832 17	Grand total	$ 873,384 47	$ 23,552 30

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Taylorsville to Statesville, 20.36 miles. Amount of mortgage per mile of line, $15,000.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 445 49	$ 7
General office clerks	326	100,218	219 24	1
Station agents	1	365	540 00	1 48
Other station men	2	573	385 45	69
Enginemen	1	160	715 65	4 46
Firemen	1	159	303 37	1 90
Conductors	3	164	400 49	2 44
Other trainmen	7	401	301 41	75
Section foremen	3	939	1,185 00	1 26
Other trackmen	9	2,486	1,834 45	75
Switchmen, flagmen, and watchmen	1	55	49 57	82
Telegraph operators and dispatchers	9	47	134 41	2 86
All other employees and laborers	10	57	156 09	2 73
Total (including "General Officers")	390	111,829	$ 6,670 42	$ 6
Less "General Officers"	17	6,205	445 49	7
Total (excluding "General Officers")	373	105,624	$ 6,224 93	$ 5
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	$ 664 73	$ 1
Maintenance of way and structures	14	3,434	3,036 67	88
Maintenance of equipment	5	27	120 87	4 47
Conducting transportation	28	1,945	2,848 15	1 46
Total (including "General Officers")	390	111,829	$ 6,670 42	$ 6
Less "General Officers"	17	6,205	445 49	7
Total (excluding "General Officers")	373	105,624	$ 6,224 93	$ 5

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	5,755			
Number of passengers carried one mile	92,048			
Average distance carried	15.97			
Total passenger revenue		2,852	59	
Average amount received from each passenger			48	924
Average receipts per passenger per mile			3	069
Estimated cost of carrying each passenger one mile			5	127
Total passenger earnings		4,051	5	
Passenger earnings per mile of road		198	97	102
Passenger earnings per train mile		1	20	507
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	4,307			
Number of tons carried one mile	86,599			
Average distance haul of one ton	20.10			
Total freight revenue		4,415	5	
Average amount received for each ton of freight		1	2	508
Average receipts per ton per mile			5	098
Estimated cost of carrying one ton one mile			9	702
Total freight earnings		4,415	5	
Freight earnings per mile of road		216	84	921
Freight earnings per train mile			43	804
PASSENGER AND FREIGHT:				
Passenger and freight revenue		7,240	64	
Passenger and freight revenue per mile of road		355	63	064
Passenger and freight earnings		8,466	10	
Passenger and freight earnings per mile of road		415	82	023
Gross earnings from operation		8,476	4	
Gross earnings from operation per mile of road		416	31	827
Gross earnings from operation per train mile			63	065
Expenses		13,122	49	
Expenses per mile of road		645	23	084

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	3,360
Miles run by freight trains	10,080
Total mileage trains earning revenue	13,440
Miles run by switching trains	517
Miles run by construction and other trains	533
Grand total train mileage	14,490

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first class—number	9,500
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	172	97	220	4,543	96.85
Freight	105	357	284	8 951	63.45
Switching	8	18	17	517	65.76
Construction	15		15	533	56.28
Total	300	9	536	14,544	73 70
Average cost at distributing point	$ 2 25				

ACCIDENTS TO PERSONS.

EMPLOYEES:

Other causes, injured	1

CHARACTERISTICS OF ROAD.

From Statesville, N. C., to Taylorsville, N. C., miles	20.36
Alignment—number of curves	52
Aggregate length of curved line, miles	7.44
Length of straight line, miles	12.92
Profile—length of level line, miles	4.23
Ascending grades—number	44
Sum of ascents, feet	653
Aggregate length of ascending grades, miles	10 53
Descending grades—number	34
Sum of descents, feet	313
Aggregate length of descending grades, miles	560

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—number	1
Aggregate length, feet	350
Minimum length, feet	350
Maximum length, feet	350
Overhead highway crossings, trestles—number	1
Height above surface of rail, feet	20.3

Gauge of track, four feet nine inches; 65.90 miles.

Digitized by Google

YADKIN RAILROAD COMPANY.

HISTORY.

The Yadkin Railroad was completed to Norwood, N. C., May 29, 1891. The road is operated by the Richmond and Danville Railroad Company.

This Company was chartered the 5th day of April, 1871, for the purpose of establishing communication from Salisbury to points on the Wilmington, Charlotte and Rutherford Railroad and the Cheraw and Salisbury Railroad, respectively, at or near Wadesboro. Charter amended 1872, 1879 and 1887.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
Secretary	A. H. Boyden	Salisbury, N. C.
Treasurer	J. W. Hall	Washington, D. C.
Assistant Secretary	H. W. Miller	Raleigh, N. C.

PROPERTY OPERATED.

Yadkin Railroad—From Salisbury, N. C., to Norwood, N. C; miles, 41.17.

PROPERTY LEASED.

Yadkin Railroad operated by the Richmond and Danville Railroad Company, which Company receives all revenues, tolls, etc., and accounts therefor are rendered to Yadkin Railroad.

CAPITAL STOCK.

Capital stock, common - number of shares authorized		12,500
Par value of shares	$	50 00
Total par value authorized		625,000 00
Total amount issued and outstanding		625,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1890. When due, 1930.

Amount of authorized issue	$	615,000 00
Amount issued		615,000 00
Amount outstanding		615,000 00
Rate of interest, 6 per cent., payable August and October.		
Amount of interest accrued during year		36,900 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$	615,000 00
Amount outstanding		615,000 00
Amount of interest accrued during year		36,900 00

CURRENT LIABILITIES.

Net traffic balances due to other companies	$	55,087 62
Interest		36,900 00
	$	91,987 62

RECAPITULATION.

FOR MILEAGE OWNED.

CAPITAL STOCK:		
Total amount outstanding	$	625,000 00
Amount per mile of road—41.17 miles; amount		15,243 00
BONDS:		
Total amount outstanding		615,000 00
Amount per mile of road—41.17 miles; amount		15,000 00

COST OF ROAD, EXPENDITURES DURING YEAR.

Construction—Sidings and yard extensions	$	222 65

Digitized by Google

YADKIN RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

INCOME ACCOUNT.

Gross earnings from operation	$ 24,632 82	
Less operating expenses	25,213 50	
Deficit		$ 580 68
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 36,900 00	
Deficit		$ 38,819 70
Deficit from operations for year ending June 30, 1893		$ 38,819 70
Deficit on June 30, 1892 [from "General Balance Sheet," 1892 report]		52,759 52
Deficit on June 30, 1893 [for entry on "General Balance Sheet,"]		$ 91,579 22

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 7,707 60		
Total deductions		$ 10 90	
Total passenger revenue			$ 7,696 70
Mail			1,924 79
Express			394 52
Total passenger earnings			$ 10,016 01
FREIGHT:			
Freight revenue	$ 14,626 31		
Total deductions		$ 9 50	
Total freight revenue			$ 14,616 81
Total freight earnings			$ 14,616 81
Total passenger and freight earnings			$ 24,632 82
Total gross earnings from operation			$ 24,632 82

Digitized by Google

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of way and structures	$ 3,232 95	$ 4,900 03	$ 8,132 98
Maintenance of equipment	844 37	1,693 42	2,537 79
Conducting transportation	3,463 78	8,558 50	12,022 28
General expenses	1,018 45	1,502 00	
Grand total	$ 8,559 55	$ 16,653 95	$ 25,213 50

Percentage of earnings to expenses, 97.09 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1892. Total.	Assets.	June 30, 1893. Total.	Year End'ng June 30, 1893. Increase.
$ 1,210,185 75	Cost of road	$ 1,240,408 40	$ 222 65
52,759 52	Profit and loss	91,579 22	38,881 70
	Grand total	$ 1,331,987 62	$ 39,042 35
	Liabilities.		
$ 625,000 00	Capital stock	$ 625,000 00	
615,000 00	Funded debt	615,000 00	
52,945 27	Current liabilities	91,987 62	$ 39,042 35
	Grand total	$ 1,331,987 62	$ 39,042 35

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number	Total No. Days Worked.	Total Yearly Compensation.	Average Yearly Compensation.
General officers	17	6,205	$ 812 24	$ 13
General office clerks	328	100,218	600 74	1
Station agents	6	1,581	2,315 00	1 46
Other station men	3	673	650 22	97
Enginemen	2	378	1,309 56	3 46
Firemen	2	378	526 39	1 39
Conductors	2	360	1,011 02	2 81
Other trainmen	4	1,017	1,173 04	1 15
Carpenters	6	1,595	1,978 29	1 24
Other shopmen	1	21	33 07	1 57
Section foremen	4	1,252	1,920 00	1 53
Other trackmen	16	3,756	3,004 80	80
Switchmen, flagmen and watchmen	1	31	30 09	99
Telegraph operators and dispatchers	3	250	879 49	3 52
All other employees and laborers	4	420	628 92	1 50
Total (including "General Officers")	397	118,135	$ 16,873 47	$ 14
Less "General Officers,"	17	6,205	812 24	13
DISTRIBUTION OF ABOVE:				
General administration	343	106,243	$ 1,412 98	$ 1
Maintenance of way and structures	27	6,619	6,998 09	1 06
Maintenance of equipment	1	21	33 07	1 57
Conducting transportation	26	5,072	8,434 33	1 66
Total (including "General Officers")	397	118,135	$ 16,873 47	$ 14
Less "General Officers,"	17	6,205	812 24	13
Total (excluding "General Officers")	380	111,930	$ 16,061 23	$ 13

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	13,973			
Number of passengers carried one mile	283,411			
Average distance carried	20.28			
Total passenger revenue		7,696	70	
Average amount received from each passenger			55	082
Average receipts per passenger per mile			2	680
Estimated cost of carrying each passenger one mile			3	020
Total passenger earnings		10,016	1	
Passenger earnings per mile of road		243	28	418
Passenger earnings per train mile		1	43	188
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	36,226			
Number of tons carried one mile	720,395			
Average distance haul of one ton	19.88			
Total freight revenue		14,616	81	
Average amount received for each ton of freight			40	348
Average receipts per ton per mile			2	028
Estimated cost of carrying one ton one mile			2	311
Total freight earnings		14,616	81	
Freight earnings per mile of road		355	3	546
Freight earnings per train mile			71	514
PASSENGER AND FREIGHT:				
Passenger and freight revenue		22,313	51	
Passenger and freight revenue per mile of road		541	98	470
Passenger and freight earnings		24,632	82	
Passenger and freight earnings per mile of road		598	31	964
Gross earnings from operation		24,632	82	
Gross earnings from operation per mile of road		598	31	964
Gross earnings from operation per train mile			90	153
Expenses		25,213	50	
Expenses per mile of road		612	42	409

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	6,995
Miles run by freight trains	20,439
Total mileage trains earning revenue	27,434
Miles run by switching trains	607
Miles run by construction and other trains	4,794
Grand total train mileage	32,835

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK. Main Line.	Total Mileage Operated.	RAILS. Iron.	Steel.
Miles of single track	41.17	41.17		41.17
Miles of yard track and sidings	2.73	2.73	2.73	
Total mileage operated (all tracks)	43.90	43.90	2.73	41.17

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	41.17
Total mileage, excluding trackage rights	41.17
Rails—steel	41.17

MILEAGE OWNED.

North Carolina—line represented by capital stock, main line	41.17
Total mileage, excluding trackage rights	41.17
Rails—steel	41.17

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	394
Average price at distributing point	26 cts.
Oak, second-class—number	118
Average price at distributing point	12½ cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons, Bituminous.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	314	1	314	16,101	39.00
Freight	378	5	381	16,652	45.76
Total	692	6	695	32,753	42.43
Average cost at distributing point	$ 2 10				

ACCIDENTS TO PERSONS.

TRAINMEN:	
Coupling and uncoupling, injured	1
OTHER EMPLOYEES:	
Other causes, injured	1
Total	2

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, &c.

Bridges, wooden—number	3
Aggregate length, feet	300
Minimum length, feet	75
Maximum length, feet	150
Trestles—number	24
Aggregate length, feet	1,581
Minimum length, feet	12.6
Maximum length, feet	400

Gauge of track, four feet nine inches; 41 17 miles.

Digitized by Google

NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The North Carolina Railroad Company was chartered January 27, 1849; road opened January 30, 1856. Leased (September 11, 1871) to Richmond and Danville Railroad Company for thirty years from October, 1871, at a rental of $260,000 a year. The road runs from Goldsboro to Charlotte, 223 15-100 miles. Three-fourths of the stock is owned by the State of North Carolina, one-fourth by citizens of the State. The road-bed, by its charter, is exempt from taxation.

This company was chartered for the purpose of effecting a railroad communication between the Wilmington and Weldon Railroad where the same passes over the Neuse river, in the county of Wayne, and the town of Charlotte, with a capital stock of $3,000,000. The line of the road was to be via Raleigh and thence via Salisbury to Charlotte. The act provided that whenever one-third of the capital stock should be subscribed for and taken by other parties, that the State should subscribe for and take the remaining two-thirds.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	W. F. Kornegay	Goldsboro, N. C.
President	W. F. Kornegay	Goldsboro, N. C.
Secretary-Treasurer	P. B. Ruffin	Burlington, N. C.

PROPERTY OPERATED.

North Carolina Railroad - from Goldsboro to Charlotte, miles	223.20
Caraleigh Mills Branch, miles	3
Total miles	226.20

PROPERTY LEASED.

North Carolina Railroad leased to the Richmond and Danville Railroad Company under agreement of September 11, 1871, for a term of thirty years from and after September 12, 1871, for a yearly rental of $260,000, payable in semi annual installments of $130,000.

EXPENDITURES DURING YEAR.

Caraleigh Mills road, Union Depot at Raleigh, Passenger Depot at Burlington	$ 15,197 50
Total cost construction, equipment, etc., to June 30, 1892	4,960,064 83
Total cost to June 30, 1893	$ 4,975,262 33

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		ASSETS.	JUNE 30, 1893.		YEAR END'NG JUNE 30, 1893.
Item.	Total.		Item.	Total.	Increase.
	$4,960,064 83	Cost of road and equipment	$4,975,262 33		
R.R.St'cks	25,000 00	Stocks owned	25,000 00		
				$5,000,262 33	$ 15,197 50
	138,981 65	Cash and current assets		139,375 91	394 26
	$5,124,046 48	Grand total		$5,139,638 24	$ 15,591 76
		LIABILITIES.			
	$4,000,000 00	Capital stock		$4,000,000 00	
Tempora'y Loan.	21,000 00	Funded debt, temporary loan		25,000 00	$ 4,000 00
	253,239 02	Current liabilities		254,535 66	1,296 64
	849,807 46	Profit and loss		860,102 58	10,295 12
	$5,124,046 48	Grand total		$5,139,638 24	$ 15,591 76

Digitized by Google

NORTH CAROLINA RAILROAD—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

COST OF ROAD, EXPENDITURES DURING YEAR.

Rails	$ 4,696 79
Buildings, furniture and fixtures	7,583 78
Sidings and yard extensions	6,669 03
Other items	13,726 62
Total	$32,676 22

INCOME ACCOUNT.

Gross earnings from operation	$ 1,180,836 56	
Less operating expenses	771,347 60	
Income from operation		$ 409,488 96
DEDUCTIONS FROM INCOME:		
Taxes	$ 10,000 00	
Permanent improvements	32,676 22	
Other deductions	271,153 48	
Total deductions from income		313,829 70
Net income		$ 95,659 26

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 444,298 21		
Total deductions		$ 1,387 13	
Total passenger revenue			$ 442,911 08
Mail			70,512 64
Express			29,679 21
Other items			1,613 33
Total passenger earnings			$ 544,716 26
FREIGHT:			
Freight revenue	$ 636,903 23		
Total deductions		$ 4,712 94	
Total freight revenue			$ 632,195 29
Other items			1,273 69
Total freight earnings			$ 633,468 98
Total passenger and freight earnings			$ 1,178,185 24
OTHER EARNINGS FROM OPERATION:			
Rents from tracks, yards, and terminals			$ 799 80
Rents not otherwise provided for			1,493 07
Other sources			358 45
Total other earnings			$ 2,651 32
Total gross earnings from operation			$ 1,180,836 56

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 65,407 05	$ 79,106 00	$ 144,513 05
Maintenance of equipment	42,284 93	73,470 00	115,754 93
Conducting transportation	139,197 44	293,776 09	432,973 53
General expenses	38,077 22	40,028 87	78,106 09
Grand total	$ 284,966 64	$ 486,380 96	$ 771,347 60

Percentage of expenses to earnings—entire line, $65.32.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 20,129 98	$ 3 24
General office clerks	326	100,218	17,525 40	17
Station agents	33	9,303	17,955 25	1 93
Other station men	150	32,360	33,655 70	1 04
Enginemen	42	12,735	44,433 42	3 49
Firemen	43	13,021	20,770 23	1 59
Conductors	46	10,840	26,339 92	2 43
Other trainmen	124	29,751	38,597 55	1 30
Machinists	6	833	1,959 04	2 35
Carpenters	30	8,969	11,121 80	1 24
Other shopmen	32	3,164	4,248 20	1 34
Section foremen	27	8,139	12,537 00	1 51
Other trackmen	173	51,662	37,885 40	73
Switchmen, flagmen, and watchmen	25	4,258	6,047 61	1 42
Telegraph operators and dispatchers	51	10,942	20,845 03	1 90
All other employees and laborers	210	43,294	45,527 56	1 05
Total (including "General Officers")	1,335	345,694	$ 359,576 09	$ 1 04
Less "General Officers"	17	6,205	20,129 98	3 24
Total (excluding "General Officers")	1,318	339,489	$ 339,446 11	$ 99
DISTRIBUTION OF ABOVE:				
General administration	343	106,423	$ 37,655 38	$ 37
Maintenance of way and structures	347	96,286	86,850 18	90
Maintenance of equipment	93	15,837	22,993 54	1 45
Conducting transportation	552	127,148	212,067 99	1 67
Total (including "General Officers")	1,335	345,694	$ 359,576 09	$ 1 04
Less "General Officers"	17	6,205	20,129 98	3 24
Total (excluding "General Officers")	1,318	339,489	$ 339,446 11	$ 99

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	367,468			
Number of passengers carried one mile	17,161,968			
Average distance carried	46.66			
Total passenger revenue		442,911	8	
Average amount received from each passenger		1	20	421
Average receipts per passenger per mile			2	580
Estimated cost of carrying each passenger one mile			1	664
Total passenger earnings		544,716	26	503
Passenger earnings per mile of road		2,440	48	
Passenger earnings per train mile		1	45	198
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	870,012			
Number of tons carried one mile	67,215,271			
Average distance haul of one ton	77.25			
Total freight revenue		632,195	29	
Average amount received for each ton of freight			72	665
Average receipts per ton per mile				942
Estimated cost of carrying one ton one mile				722
Total freight earnings		633,168	98	
Freight earnings per mile of road		2,838	12	267
Freight earnings per train mile		1	46	280
PASSENGER AND FREIGHT:				
Passenger and freight revenue		1,075,105	37	
Passenger and freight revenue per mile of road		4,816	78	480
Passenger and freight earnings		1,178,185	24	
Passenger and freight earnings per mile of road		5,278	60	770
Gross earnings from operation		1,180,836	56	
Gross earnings from operation per mile of road		5,290	48	637
Gross earnings from operation per train mile		1	46	242
Expenses		771,347	60	
Expenses per mile of road		3,455	85	842

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	375,084
Miles run by freight trains	432,368
Total mileage trains earning revenue	807,452
Miles run by switching trains	206,042
Miles run by construction and other trains	67,432
Grand total train mileage	1,080,926

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	Kind.
LOCOMOTIVES:						
Passenger	1	8	8	Westinghouse	8	Janney.
Freight	3	12	5	Westinghouse		
Switching	2	2	2	Am.& Wtghse		
Total locomotives	6	22	15	Wtghse & Am.	8	Janney.
CARS IN PASSENGER SERVICE:						
First-class passenger cars		4	4	Westinghouse	4	Janney.
Second-class passenger cars		5	5	Westinghouse	5	Janney.
Baggage, express, and postal cars		5	5	Westinghouse	5	Janney.
Officers' cars		1	1		1	Janney.
Total		15	15	Westinghouse	15	Janney.
CARS IN FREIGHT SERVICE:						
Box cars		94			10	Janney.
Flat cars		31			10	Janney.
Stock cars		1				
Total		126			20	
CARS IN COMPANY'S SERVICE:						
Caboose cars		3				
Other road cars		15				
Total		18				
Total cars owned		159	15	Westinghouse	20	Janney.
Grand total cars		159	15	Westinghouse	20	Janney.

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Rails. Iron.	Rails. Steel.
Miles of single track	223.20	223.20	7.14	216.06
Miles of yard track and sidings	33.28	33.28	31.42	1.86
Total mileage operated (all tracks)	256.48	256.48	38.56	217.92

MILEAGE OF LINE BY STATES.

North Carolina, line represented by capital stock—main line	223.20
Total mileage, excluding trackage rights	223.20
Rails—iron	7.14
Rails—steel	216.06

MILEAGE OWNED.

North Carolina, line represented by capital stock—main line	223.20
Total mileage, excluding trackage rights	223.20
Rails—iron	7.14
Rails—steel	216.06

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year:	
Steel—tons	470 $\frac{1580}{2240}$
Weight per yard, pounds	60
Steel—tons	1,674 $\frac{1677}{2240}$
Weight per yard, pounds	70
Total steel—tons	2,145 $\frac{2257}{2240}$
New Ties Laid During Year:	
Oak, first-class—number	77,000
Average price at distributing point	29 cts.
Pine, first class—number	5,978
Average price at distributing point	29 cts.
Oak, second class—number	11,215
Average price at distributing point	15 cts.
Pine, second-class—number	1,865
Average price at distributing point	15 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Anthracite. Tons.	Wood—Soft. Cords.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	10,617	342	10,788	377,201	57.22
Freight	27,658	417	27,886	438,988	126.73
Switching	2,789		2,789	58,809	94.84
Construction	1,624	7	1,628	199,525	16.31
Total	42,688	766	43,071	1,074,523	80.16
Average cost at distributing point	$ 2 10				

ACCIDENTS TO PERSONS.

Kind of Accident.	Employees. Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		11						11
Fall'g fr'm trains and eng'n's		6						6
Overhead obstructions		2						2
Other train accidents		4						4
At highway crossings				1				1
At stations						2		2
Other causes		14		2		14		30
Total		37		1	2	16	1	55

Kind of Accident.	Passengers.		Others. Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions		2						
Other train accidents		3						
At highway crossings			1	2			1	2
Other causes		7	5	8		3	5	11
Total		12	6	10		3	6	13

Digitized by Google

CHARACTERISTICS OF ROAD.

From Goldsboro, N. C., to Greensboro, N. C., miles	130.20
Alignment—number of curves	182
Aggregate length of curved line, miles	40.70
Length of straight line, miles	89.50
Profile—length of level line, miles	10.00
Ascending grades, number	69
Sum of ascents, feet	25,872
Aggregate length of ascending grades, miles	49.00
Descending grades, number	69
Sum of descents, feet	37,488
Aggregate length of descending grades, miles	71.20
From Greensboro to Charlotte, miles (alignment, no data)	93.00

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.	Maximum Length.	
		Feet.	Inches	Feet.	Feet.	Inches.
Bridges:						
Iron	19	2,001	7	22	319	1
Wooden	6	619	6	40	206	
Combination	1	318	3	318	318	3
Total	26	2,939	4			
Trestles	17	525		12	100	

Overhead highway crossing, bridge, 1; height above surface of rail, 18 feet, 10 inches.
Overhead highway crossing, trestles, 9; height of lowest above surface of rail, 16 feet, 5 inches.
Gauge of track, four feet nine inches; 223.20 miles.

Digitized by Google

PIEDMONT RAILROAD.

HISTORY.

Piedmont Railroad, chartered in States of North Carolina and Virginia in March, 1862. Road leased to and virtually owned by the Richmond and Danville Railroad Company. Leased to the Richmond and Danville Railroad Company for a term of eighty-six years from February 20, 1874.

This company was chartered by an ordinance of the State Convention, ratified 8th day of February, 1862, which was amended by an Act of the Assembly, ratified 1st day of February, 1866.

This company was chartered for the purpose of constructing a railroad from the North Carolina Railroad to the Richmond and Danville Railroad in Virginia, by the most direct and practicable route, with a capital stock of $1,500,000, divided into shares of $100 each.

PROPERTY OPERATED.

Piedmont Railroad, from Danville, Virginia, to Greensboro, North Carolina, 48.4 miles.
Leased to Richmond and Danville System.

PROPERTY LEASED.

Piedmont Railroad, from Danville, Virginia, to Greensboro, North Carolina, 48.4 miles.

The Piedmont Railroad Company, under date of February 20, 1872, granted, leased and delivered to the Richmond and Danville Railroad Company its entire road, with rolling stock, materials and equipment of every description, for full term of seven years from that date, to hold the same as fully and completely and to the same extent, and in all respects, as if vested in and held by the Danville Railroad Company; Richmond and Danville Railroad Company to pay annual rental of $60,000 in semi annual installments on the 20th days of August and February in each year. Said deed of lease contained clause which subjected it at any time to modification or rescission by mutual agreement of the two companies. Said companies modified said lease; the Piedmont Railroad Company granting the Richmond and Danville Railroad Company right to use its property, rights and franchises for a term of eighty-six years from and after the 20th day of February, 1874, Richmond and Danville Railroad Company to keep the property in same good condition as at present. If Danville Company defaults in payment of rental for one year, Piedmont Company shall have the right to terminate agreement at end of sixty days. When lease was made as a deed of trust on property and works of the Piedmont Railroad Company, the Danville Company agreed to secure said bonds to prevent sale of property under foreclosure; the Danville Company agreeing to buy the bonds and hold the same for its protection. Danville Company has a right to transfer and assign this lease.

CAPITAL STOCK.

Capital stock, common—par value of shares	$ 100 00
Total par value authorized	1,500,000 00
Total amount issued and outstanding	1,500,000 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. When due, 1928. Rate of interest, 6 per cent. When payable—April and October.

Amount of authorized issue	$ 500,000 00
Amount issued	500,000 00
Amount outstanding	500,000 00
Amount of interest accrued during year	30,000 00
Amount of interest paid during year	30,000 00

Class of bond or obligation—second mortgage. When due, 1928. Rate of interest, 6 per cent. When payable—April and October.

Amount of authorized issue	$ 500,000 00
Amount issued	500,000 00
Amount outstanding	500,000 00
Amount of interest accrued during year	30,000 00
Amount of interest paid during year	30,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$1,000,000 00
Amount outstanding	1,000,000 00
Amount of interest accrued during year	60,000 00
Amount of interest paid during year	60,000 00

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	$ 1,000,000 00
Amount per mile of road, 48 miles; amount	31,250 00
Bonds—total amount outstanding	1,000,000 00
Amount per mile of road, 48 miles; amount	20,833 33

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—aggregate length, feet	81,872
Minimum length, feet	86
Maximum length, feet	525

Overhead highway crossings, bridges 2; height of lowest above surface of rail, 19 feet.

Gauge of track, four feet nine inches; 48 miles.

LESSEES' REPORT OF OPERATIONS.

Not received in time for publication.

Digitized by Google

WESTERN NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The Western North Carolina Railroad was chartered February 15, 1855. Road opened to Old Fort in 1869; to Swannanoa in 1879; to Asheville Junction in 1880; to Paint Rock, State line, and a connection with the East Tennesee, Virginia and Georgia Railroad January 28, 1882. The Ducktown branch was opened to Nantahala River October 1, 1884, and to Jarrett's in 1887. Road extended to Tomotta during 1890. Road completed to Murphy in 1891.

The State's interest in this road was sold to W. J. Best and associates, under act of the General Assembly, at special session, year 1880, the State receiving in payment therefor $600,000, being the amount of disbursements on account of said road, and purchasers to assume a mortgage debt of $850,000, together with all floating indebtedness of the road, and also entering in contract to complete the road to Paint Rock and Murphy by a certain stipulated time.

The road was subsequently transferred by W. J. Best, assigns and associates, to T. M. Logan, W. P. Clyde and A. S. Buford, representing the Richmond and West Point Terminal Company.

The road was subsequently leased to the Richmond and Danville Railroad Company for a term of 99 years. The purpose of this incorporation was to effect a communication between the North Carolina road and the Mississippi Valley. This object has now been accomplished.

No time was fixed in the act for the expiration of its corporate powers.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. B. Andrews	Raleigh, N. C.
First Vice-President	Frank Coxe	Asheville, N. C.
Secretary-Treasurer	S. P. Erwin	Morganton, N. C.

PROPERTY OPERATED.

Western North Carolina Railroad—From Salisbury, N. C., to Paint Rock, N. C., 184.80 miles. Murphy Branch—From Asheville, N. C., to Murphy, N. C., 122.01 miles. Total, 303.91 miles.

PROPERTY LEASED.

Western North Carolina Railroad leased to the Richmond and Danville Railroad Company under a deed of lease dated April 30, 1886, for a term of ninety-nine years from and after May 1, 1886. The Western North Carolina Railroad Company assigns to the Richmond and Danville Railroad Company all debts, dues, claims and demands of every nature which it may have against any person or corporation whatsoever, the latter company receiving the revenues resulting from the operation of the Western North Carolina Railroad during the said demised term, and applying the same to the payment of operating expenses, maintenance of the organization of the Western North Carolina Railroad Company, payment on the interest of the bonds of said company, and turning over any residue of revenue to the Western North Carolina Railroad Company; at its option the lessee may advance from time to time such amounts as may be necessary to make up any deficiency in the current revenues, in which event it shall have a lien on the subsequent residue of revenue until the amount of such advance shall have been paid.

Digitized by Google

CAPITAL STOCK.

Capital stock, common—Number of shares authorized	40,000
Par value of shares	$ 100 00
Total par value authorized	4,000,000 00
Total amount issued and outstanding	4,000,000 00
Preferred—Number of shares authorized	40,000
Par value of shares	100 00
Total par value authorized	4,000,000 00
Total amount issued and outstanding	4,000,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First consol. Date of issue, 1881. When due, 1914.	
Amount of authorized issue	$ 3,856,000 00
Amount issued	3,856,000 00
Amount outstanding	*3,856,000 00
Rate of interest, 6 per cent., payable January and July.	
Amount of interest accrued	231,360 00
Amount of interest paid during year	149,700 00
Class of bond or obligation—Second mortgage. Date of issue, 1884. When due, 1914.	
Amount of authorized issue	$ 4,110,000 00
Amount issued	4,110,000 00
Amount outstanding	4,110,000 00
Rate of interest, 6 per cent., payable January and July.	

*$1,325,000 owned by Terminal Company; no interest paid.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 7,966,000 00
Amount outstanding	7,966,000 00
Amount of interest accrued during year	231,360 00
Amount of interest paid during year	149,700 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Due from solvent companies and individuals	$ 2,889 99
Balance—current liabilities	1,726,593 42
Total	$ 1,714,166 32

LIABILITIES.

Net traffic balances due to other companies, June 30, 1892	$ 1,646,801 87
Matured interest coupons unpaid, June 30, 1893	82,681 54
Total	$ 1,729,483 41

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

CAPITAL STOCK:	
Total amount outstanding	$ 8,000,000 00
Amount per mile of road—306 91 miles	26,066 26
BONDS:	
Total amount outstanding	7,966,000 00
Amount per mile of road	25,755 49
Current liabilities	1,729,483 41
Amount per mile of road	5,635 14

COST OF ROAD, EXPENDITURES DURING YEAR.

CONSTRUCTION:		
Right-of-way	$	16 57
Grading and bridge and culvert masonry		2,801 42
Rails		8,800 15
Sidings and yard extensions		4,739 19
Other items		1,127 06
Total construction	$	17,481 39
EQUIPMENT:		
Locomotives		164 69
Total cost construction, equipment, etc	$	17,649 08

Digitized by Google

WESTERN NORTH CAROLINA RAILROAD COMPANY—
CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Richmond and Danville System. Page 201.

INCOME ACCOUNT.

Gross earnings from operation	$ 804,220 41	
Less operating expenses	607,788 32	
Income from operation		$ 286,441 09
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 231,360 00	
Taxes	20,596 58	
Other deductions	86,376 69	
Total deductions from income		$ 338,333 27
Deficit		$ 51,892 18
Deficit from operations of year ending June 30, 1893		$ 51,892 18
Deficit on June 30, 1892 [From "General Balance Sheet,"]		949,867 68
Deductions for year		$ 76,050 00
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 925,709 86

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 236,477 93		
Total deductions		$ 547 76	
Total passenger revenue			$ 235,930 17
Mail			33,026 17
Express			10,639 91
Other items			551 90
Total passenger earnings			$ 280,148 15
FREIGHT:			
Freight revenue	$ 606,161 42		
Total deductions		$ 1,512 13	
Total freight revenue			$ 604,649 29
Elevators			36,633 70
Total freight earnings			$ 608,282 99
Total passenger and freight earnings			$ 888,431 14
OTHER EARNINGS FROM OPERATION:			
Rents from tracks, yards, and terminals			$ 4,099 92
Rents not otherwise provided for			902 59
Other sources			795 76
Total other earnings			$ 5,798 27
Total gross earnings from operation			$ 894,229 41

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 74,085 91	$ 113,973 63	$ 188,059 54
Maintenance of equipment	23,508 41	48,646 13	72,154 54
Conducting transportation	85,468 77	193,619 84	279,088 61
General expenses	30,737 16	37,748 47	68,485 63
Grand total	$ 213,800 25	$ 393,988 07	$ 607,788 32

Percentage of expenses to earnings—entire line, 67.90 per cent.

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 16,724,316 98	Cost of road	$ 16,741,966 06	$ 17,649 08	
2,889 99	Cash and current assets	2,889 99		
3,091 67	Sundries	24,917 50	21,825 83	
949,867 68	Profit and loss	925,709 86		$ 24,157 82
$ 17,680,166 32	Grand total	$ 17,695,483 41	$ 15,317 09	
	LIABILITIES.			
$ 8,000,000 00	Capital stock	$ 8,000,000 00		
7,966,000 00	Funded debt	7,966,000 00		
1,714,166 32	Current liabilities	1,729,483 41	$ 15,317 09	
$ 17,680,166 32	Grand total	$ 17,695,483 41	$ 15,317 09	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first consol. and second mortgage. What road mortgaged—from Salisbury to Paint Rock and branches, 306.91 miles. Amount of mortgage per mile of line, $25,955.49.

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked	Total Yearly Compensation.	Average Daily Compensation.
General officers	17	6,205	$ 19,572 99	$ 3 15
General office clerks	226	100,218	16,161 80	16
Station agents	40	13,688	18,372 00	1 34
Other Station men	90	29,400	19,012 08	65
Enginemen	87	9,960	39,637 21	3 98
Firemen	34	8,700	15,902 79	1 83
Conductors	29	7,400	20,784 34	2 81
Other trainmen	81	20,098	21,304 37	1 06
Machinists	10	2,592	5,980 00	2 31
Carpenters	46	9,624	17,765 44	1 85
Other shopmen	109	31,692	41,145 12	1 30
Section foremen	43	13,459	19,932 00	1 48
Other trackmen	270	73,116	53,972 28	74
Switchmen, flagmen, and watchmen	21	6,252	5,607 60	91
Telegraph operators and dispatchers	28	8,760	16,025 64	1 83
All other employees and laborers	19	5,988	8,183 40	1 37
Total (including "General Officers")	1,200	347,152	$ 339,449 01	$ 98
Less "General Officers"	17	6,205	19,572 99	3 15
Total (excluding "General Officers")	1,183	340,947	$ 319,876 07	$ 98
DISTRIBUTION OF ABOVE:				
Maintenance of way and structures	333	99,219	92,519 72	93
Maintenance of equipment	131	37,692	53,808 52	1 43
Conducting transportation	393	103,818	157,386 03	1 52
Total (including "General Officers")	1,200	347,152	$ 339,449 06	$ 98
Less "General Officers"	17	6,205	19,572 99	3 15
Total (excluding "General Officers")	1,183	340,947	$ 319,876 07	$ 98

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	193,356			
Number of passengers carried one mile	8,170,417			
Average distance carried	42 25			
Total passenger revenue		235,930	17	
Average amount received from each passenger		1	22	018
Average receipts per passenger per mile			2	887
Estimated cost of carrying each passenger one mile			2	616
Total passenger earnings		280,148	15	
Passenger earnings per mile of road		912	80	228
Passenger earnings per train mile		1	1	821
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	396,247			
Number of tons carried one mile	34,108,161			
Total freight revenue		604,649	29	
Average amount received for each ton of freight		1	55	117
Average receipts per ton per mile			1	772
Estimated cost of carrying one ton one mile			1	155
Total freight earnings		608,282	99	
Freight earnings per mile of road		1,981	95	884
Freight earnings per train mile		1	57	049
PASSENGER AND FREIGHT:				
Passenger and freight revenue		840,579	46	
Passenger and freight revenue per mile of road		2,738	81	676
Passenger and freight earnings		888,431	14	
Passenger and freight earnings per mile of road		2 894	76	112
Gross earnings from operation		894,229	41	
Gross earnings from operation per mile of road		2,913	32	771
Gross earnings from operation per train mile		1	34	875
Expenses		607,788	32	
Expenses per mile of road		2,980	34	707

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	275,137
Miles run by freight trains	388,594
Total mileage trains earning revenue	663,731
Miles run by switching trains	139,212
Miles run by construction and other trains	38,185
Grand total train mileage	841,128

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Freight	1	1	Westinghouse		
Leased	11	11	Westinghouse	11	Janney.
Total locomotives	12	12		11	
CARS IN PASSENGER SERVICE:					
First class passenger cars	3	3	Westinghouse	3	Janney.
Second-class passenger cars	3	3	Westinghouse	3	Janney.
Combination passenger cars	4	4	Westinghouse	4	Janney.
Baggage, express, and postal cars	3	3	Westinghouse	3	Janney.
Total	13	13		13	
CARS IN FREIGHT SERVICE:					
Box cars	17			1	Janney.
Flat cars	8			3	Janney.
Stock cars	5				
Coal cars	73			20	Janney.
Total	103			24	
CARS IN COMPANY'S SERVICE:					
Caboose cars	11				
Other road cars	9				
Total	20				
Total cars owned	136	13		37	
Grand total cars	136	13		37	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Total Mileage Operated.	Rails.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track	184.90	122.01	306.91	73.87	233.04
Miles of yard track and sidings	20.79	3.49	24.28	24.28	
Total mileage operated (all tracks)	205.69	125.50	331.19	98.15	233.04

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	184.90
Branches and spurs	122.01
Total mileage, excluding trackage rights	306.91
Rails—iron	73.87
Rails—steel	233.04

MILES OWNED.

North Carolina—line represented by capital stock, main line	184.90
Branches and spurs	122.01
Total mileage, excluding trackage rights	306.91
Rails—iron	73.87
Rails—steel	233.04

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year:	
Steel—tons	637
Weight per yard, pounds	50
New Ties Laid During Year:	
Oak, first-class—number	94,702
Average price at distributing point	28 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	8,545	80	8,585	277,722	61.82
Freight	18,622	195	18,719	338,574	98.46
Switching	2,735	50	2,760	113,248	48.74
Construction	725	24	737	35,600	41.40
Total	30,627	349	30,801	815,144	75.88
Average cost at distributing point	$ 1 95				

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES. Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.	Total.	
	Injured.	Killed.	Injured.		Injured.	Killed.	Injured.
Coupling and uncoupling	1	1	2		----------	1	3
Falling from trains and engines	4	-------	2		2	4	8
Overhead obstructions	1	-------	----------		----------	-------	1
Collisions	1	-------	----------		----------	-------	1
Derailments	1	-------	----------		----------	-------	1
Other train accidents	1	-------	----------		----------	-------	1
Other causes	4	-------	----------		14	-------	18
Total	13	1	4		16	1	33

KIND OF ACCIDENT.	PASSENGERS.		OTHERS. Trespassing.		Total.	
	Injured.	Killed.	Injured.		Killed.	Injured.
At highway crossings	----------	-------	1		-------	1
Other causes	3	2	4		2	4
Total	3	2	5		2	3

Digitized by Google

CHARACTERISTICS OF ROAD.

From Salisbury to Paint Rock, miles	181.90
Profile—Length of level line, miles	18.28
Ascending grades—number	229
Sum of ascents, feet	4,109.08
Aggregate length of ascending grades, miles	76.60
Descending grades—number	300
Sum of descents, feet	3,602.26
Aggregate length of descending grades, miles	90.02
From Murphy to Tomotla—miles, 122.01; total miles	306.91

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet.	Feet.	Feet.
Bridges:				
Stone	11	1,319	70	265
Iron	9	1,174	30	450
Wooden	21	3,269	50	520
Total	41	5,760		
Trestles	189	21,402	10	1,731
Tunnels	10	5,343	89	1,810

Overhead highway crossings—trestles, 14.

Height of lowest above surface of rail, 18 feet, 6 inches.

Gauge of track, four feet, nine inches; 306.91 miles.

Digitized by Google

MISCELLANEOUS ROADS.

ABERDEEN AND WEST END RAILROAD COMPANY.

HISTORY.

The Aberdeen and West End Railroad Company was chartered February, 1889; organized October 21, 1889.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	A. F. Page	Aberdeen, N. C.
Secretary-Treasurer	Robert N. Page	Aberdeen, N. C.
Auditor	J. W. Phillips	Aberdeen, N. C.
General Superintendent	Junius R. Page	Aberdeen, N. C.
General Freight and Ticket Agent	Henry A. Page	Aberdeen, N. C.

PROPERTY OPERATED.

Aberdeen and West End—from Aberdeen to Candor, 28 miles. From West End to Little River, 3.75 miles.

CAPITAL STOCK.

Capital stock, common—total amount issued and outstanding	$ 88,300 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage bond. Date of issue, 1890. When due, 1910.

Amount of authorized issue per mile of track	$ 2,000 00
Amount issued	50,000 00
Amount outstanding	50,000 00
Cash realized on amount issued	47,500 00
Rate of interest, 6 per cent., payable January and July.	
Amount interest accrued during year	3,000 00
Amount interest paid during year	3,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 50,000 00
Amount outstanding	50,000 00
Amount of interest accrued during year	3,000 00
Amount interest paid during year	3,000 00

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION—(Not included in operating expenses):

Right-of-way	$ 500 00
Grading and bridge and culvert masonry	17,800 00
Bridges and trestles	300 00
Rails	84,596 08
Ties	7,437 50
Buildings, furniture and fixtures	1,000 00
Shop machinery and tools	900 00
Engineering expenses	300 00
Interest during construction	3,000 00
Telegraph line	400 00
Total construction	$ 116,233 58

EQUIPMENT—(Not included in operating expenses):

Locomotives	$ 16,000 00
Passenger cars	1,800 00
Freight cars	19,500 00
Other cars of all classes	500 00
Grand total cost construction, equipment, etc., June 30, 1893	$ 154,033 58
Total cost to June 30, 1892	$ 145,030 00

EARNINGS FROM OPERATION.

Pasenger—mail	$ 1,081 12
Freight	51,250 00
Total passenger and freight earnings	$52,331 12
Car mileage—balance	707 07
Total gross earnings from operation	$ 53,041 19

OPERATING EXPENSES.

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	$ 4,500 00
Maintenance of equipment	2,500 00
Conducting transportation	12,782 72
General expenses	11,325 00
Grand total	$ 31,107 72

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—20-year first mortgage bonds.	
What road mortgaged—from Aberdeen to Candor; miles	25.00
Amount of mortgage per mile of line	$ 2,000 00

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, &c.

Trestles	1
Aggregate length, feet	40

Gauge of track, four feet nine inches; 29.75 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	25.00
Miles of wire	25.00

Digitized by Google

ABERDEEN AND ROCK FISH RAILROAD COMPANY.

HISTORY.

Organized July, 1893, under laws of the State of North Carolina, act of the General Assembly 1893. This company was chartered for the purpose of constructing a road from Aberdeen, N. C., to Fayetteville, N. C.

OFFICERS.

President—John Blue ..... Aberdeen, N. C.
Secretary—N. S. Blue ..... Aberdeen, N. C.

Nine miles have been completed through the counties of Moore and Cumberland.

Digitized by Google

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

Chartered in 1853; road opened in 1858

The purpose of the act of incorporation was to effect a railroad communication from the Atlantic through the center of the State to meet the Tennessee line from the most eligible point on the harbor of Beaufort, thence near Newbern, Trenton and Kinston, so as to strike the Wilmington and Weldon Railroad and to connect with the North Carolina Railroad at Goldsboro, with a capital stock of nine hundred thousand dollars.

In order to further effectuate this purpose, the same act incorporated the North Carolina and Western Railroad Company, with a capital of $3,000,000, to commence on the North Carolina Railroad at or near the town of Salisbury, thence the most practicable route across the Blue Ridge to the Tennessee line, and provided that when these two companies should be formed in compliance with the conditions of the act, they should have a corporate existence as a body politic for the term of ninety-nine years.

This act of incorporation was amended by an act passed at the session of the Legislature 1854–'55, providing that the company might at any time increase its capital to a sum sufficient to complete the road, and that whenever it should appear to the Board of Internal Improvements that one-third of the capital stock had been taken, by individuals or companies, and that $300,000 of the same had been paid into the hands of the treasurer of the company, that the Board of Internal Improvements should be required to subscribe on behalf of the State to two-thirds of the capital stock of the company.

By virtue of this provision the State owns 12,696 shares of stock and controls the management of the road.

DIRECTORS.

APPOINTED BY THE STATE.

W. S. Chadwick, Thomas D. Webb, W. G. Brinson, L. H. Cutler, W. L. Kennedy, J. W. Grainger, W. T. Caho, Charles Dewey.

ELECTED BY STOCKHOLDERS.

P. F. Falson, J. M. Morehead, Arnold Borden, Dempsey Wood. Finance Committee—Thos. Daniels, chairman; J. J. Wolfenden, T. H. Mallison, S. I. Wooten, E. B. Hackburn.

OFFICERS.

W. S. Chadwick ..... President.
F. C. Roberts ..... Secretary and Treasurer.
S. L. Dill ..... Auditor, General Freight and Passenger Agent.
W. K. Styron ..... Assistant Auditor.

LINE OF ROAD OPERATED.

From Goldsboro to Morehead, 95 miles.

Digitized by Google

GENERAL BALANCE SHEET.

To capital stock authorized	$ 1,830,000 00	
Less capital stock not issued	2,500 00	
Capital stock outstanding		$ 1,797,500 00
Receipts		186,109 81
First mortgage bonds		325,000 00
Due on open account—approved warrants		749 72
Due to railroad and steamship companies		2,019 77
Due to agents		10 08
Due dividends not called for		752 00
Profit and loss		105,470 17
		$ 2,417,611 55
By construction and equipment	$ 2,177,027 98	
By disbursements	175,588 80	
Due from agents	1,333 02	
Due from railroad and steamship companies	9,652 23	
Cash on hand 30th June, 1893	54,009 52	
		$ 2,417,611 55

EARNINGS AND EXPENSES.

	Dr.	Cr.
EARNINGS:		
From freight at stations	$ 84,981 73	
From passengers	57,380 06	
From express	14,524 00	
From U. S. Mail	7,543 52	
		$ 164,409 31
From rents	$ 294 00	
From sales of old material	634 20	
From miscellaneous	163 49	
		1,091 69
		$ 165,501 00
EXPENSES:		
For conducting transportation	$ 22,317 84	
For motive power	22,336 33	
For maintenance of cars	12,579 68	
For maintenance of roadway	29,499 64	
For general expenses, including dividends to stockholders	70,910 31	
Total		$ 157,643 80
Deduct this amount for dividends to stockholders, permanent improvements and extraordinary repairs, not operating expenses		46,008 79
Total operating expenses		$ 111,635 01
Balance		53,865 99
		$ 165,501 00

Digitized by Google

OPERATING EXPENSES.

CONDUCTING TRANSPORTATION:		
Agents and assistants at stations	$ 6,577 01	
Agents soliciting	1,419 11	
Car cleaning and inspecting	790 26	
Car service	1,226 50	
Conductors, baggage-masters and brakemen	3,710 00	
Drawback and allowance (errors in billing)	415 35	
Fuel and lights for stations	408 20	
Incidentals	122 67	
Ice	6 03	
Labor at stations	4,929 41	
Loss and damage	438 44	
Personal injury	85 50	
Stationery and printing	1,116 45	
Stock killed	258 75	
Telegraph expenses, including operators	814 16	
		$ 22,317 84
MOTIVE POWER:		
Engineers and firemen	$ 6,269 58	
Fuel for locomotives (wood)	6,724 97	
Fuel and lights for shops	115 75	
Incidentals	2 00	
Locomotive engines, repairs of	4,631 15	
Oil, tallow and waste	68 26	
Patterns and tools, repairs of	545 38	
Shops and engine-house, repairs of	152 98	
Shops, machinery, repairs of	154 75	
Superintendence	1,561 00	
Stationery and printing	12 65	
Watchmen and engine wipers	1,185 13	
Wood and water stations, repairs and expenses of	912 73	
		$ 22,336 33
MAINTENANCE OF CARS:		
Passenger cars, repairs of	$ 2,693 00	
Parlor car, repairs of	28 97	
Incidentals	9 34	
Ice for cars	126 11	
Fuel for cars	202 68	
New flat cars	6,500 00	
Freight cars, repairs of	3,019 58	
		$ 12,579 68

Digitized by Google

OPERATING EXPENSES.—Continued.

MAINTENANCE OF ROADWAY:		
Bridges and trestles, repairs of	$ 3,385 10	
Cross-ties and expenses of	8,324 97	
Cars, road, repairs of	161 73	
Depot grounds and buildings	440 80	
Division houses	7 00	
Frogs and switches	719 68	
Fuel and lights	3 35	
Incidentals	34 80	
Platforms and road crossings	202 12	
Road-bed, repairs of	11,959 57	
Superintendence	960 00	
Tools and repairs of tools	103 81	
Watchmen	1,604 00	
Wharves and landing, repairs of	12 85	
New steel rails	829 86	
New passenger depot at LaGrange	750 00	
		$ 29,499 64
GENERAL EXPENSES:		
Coupons	$ 19,500 00	
Clerks, general office	640 00	
Dividends to stockholders	35,950 00	
Pay of directors, finance and other committees	410 00	
Fuel and lights	99 90	
Incidentals	112 08	
Insurance	802 50	
Legal expenses (including old debts compromised)	608 18	
Office expenses	246 53	
Ice	24 02	
Salary, general officers	5,100 00	
Stationery and printing	87 08	
Taxes	6,920 38	
Traveling expenses	314 84	
Rent of land	94 80	
		$ 70,910 31
RECAPITULATION:		
Conducting transportation	$ 22,317 84	
Motive power	22,336 33	
Maintenance of cars (including new cars purchased)	12,579 08	
Maintenance of roadway	29,499 64	
General expenses, including dividends to stockholders	70,910 31	
		$ 157,643 80

Digitized by Google

ATLANTIC AND DANVILLE RAILROAD COMPANY.

HISTORY.

The entire length in North Carolina, running through the counties of Person, Caswell and Granville, is 26¾ miles.

Main line of road, Portsmouth, Va., to Danville, Va.; 206 miles.

Gauge of track, four feet, eight inches.

Gross earnings, entire line	$ 496,141 20
Gross earnings, North Carolina	50,321 24

OFFICERS.

Alfred P. Thom, Receiver, Portsmouth, Va.

Digitized by Google

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

HISTORY.

Organized April 2, 1879, under laws of the State of North Carolina, Act 25th February, 1879.

In the year 1833 a charter was obtained and the ground broken for the building of the Cape Fear, Yadkin and Pee Dee Railroad; but it was met by many difficulties, and being regarded as a doubtful experiment, the work was abandoned.

The Western Railroad Company was chartered by the General Assembly of the State of North Carolina December 24, 1852, and the Mount Airy Railroad Company was chartered April 4, 1871 (amended February 28, 1877, also February 11, 1879), consolidated under the name of the Cape Fear and Yadkin Valley Railway Company by Act of the Assembly, and ratified the 25th day of February, 1879, amended the 26th day of March, 1880, and February 27, 1883.

The consolidation as above stated was effected in general meeting of the stockholders of the Western Railroad Company, held in Fayetteville, N. C., April 3, 1879.

Name of the original corporation, the Western Railroad Company, reorganized as the Cape Fear and Yadkin Valley Railroad Company, under Act of the General Assembly, February 27, 1883, and consolidated with the Mount Airy Railroad Company under the name of the Cape Fear and Yadkin Valley Railway Company, for the purpose of extension.

The road was built from Fayetteville to Egypt, forty-three miles, in 1860, and extended from Egypt to Gulf, four miles, in March, 1879. Road opened between Gulf and Greensboro, June 19, 1881; from Fayetteville south to Maxton, August 1, 1884, and through from Greensboro via Fayetteville to Bennettsville, S. C., including the leased South Carolina Pacific Railway, on December 5, 1884.

Road opened from Greensboro to State line December 15, 1881, and extended from Greensboro to Belew's Creek, and branch built from Factory Junction to Millboro in 1886. In 1887 the main line was extended from Belew's Creek to Pilot Mountain, and in 1888 from Pilot Mountain to Mount Airy. The Madison branch was opened in December, 1888. An extension of the main line from Fayetteville to Wilmington, eighty-two miles, was opened February 17, 1890. The road is graded four miles beyond Mount Airy to the State line, where a connection with the Norfolk and Western is proposed.

The corporate powers granted to this company by the Act of the General Assembly of the 24th day of December, 1852, were to continue until the year 1900.

By Acts of the General Assembly, sessions 1879 and 1883, the State surrendered its interest in the road to a company of private citizens, and furnished convicts for the completion of the road (and branches) to the Virginia State line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. A. Lash	Greensboro, N. C.
Secretary	John M. Rose	Fayetteville, N. C.
Treasurer	James R. Williams	Fayetteville, N. C.
Attorney	George M. Rose	Fayetteville, N. C.
Auditor	Robert W. Bidgood	Fayetteville, N. C.
General Manager	J. W. Fry	Greensboro, N. C.
Chief Engineer	H. L. Fry	Greensboro, N. C.
Gen'l Freight and Passenger Agent	W. E. Kyle	Fayetteville, N. C.

Digitized by Google

PROPERTY OPERATED.

Cape Fear and Yadkin Valley Railway Co.—from Wilmington to Mount Airy, N. C., miles	248 28
Bennettsville Branch—from South Carolina State line to Fayetteville, miles	46.75
Factory Branch—from Climax to Ramseur's, miles	18.74
Madison Branch—from Stokesdale to Madison, miles	11.39
Granite Branch—from Mount Airy to Flat Rock Quarry, miles	2.02
Furnace Branch—from Greensboro to Iron Furnace, miles	1.00
South Carolina Pacific Railway Co.—from S. C. State line to Bennettsville, miles	10.50
Total	338 68

PROPERTY LEASED.

South Carolina Pacific Railway Company, from South Carolina State line to Bennettsville, S. C., 10.50 miles. Leased to Cape Fear and Yadkin Valley Railway Company.

The South Carolina Pacific Railway Company extends from Bennettsville, South Carolina, to the State line between North and South Carolina, a distance of 10½ miles, and owns no equipment. It is operated by the Cape Fear and Yadkin Valley Railway Company, under lease for thirty years from and after January, 1885. The annual rental paid by the Cape Fear and Yadkin Valley Railway Company is the interest upon the first mortgage bonds of the South Carolina Pacific Railway Company. The amount of said bonds is $101,600, bearing interest at the rate of six per cent. per annum.

The Cape Fear and Yadkin Valley Railway Company also pays all taxes and other expenses and keeps the road in good order.

Under the contract for construction and equipment of the Cape Fear and Yadkin Valley Railway Company the North State Improvement Company receives $5,000 per mile of road constructed and equipped, as follows:

Wilmington Extension—main track and sidings, miles	86 35
Mount Airy Extension—main track and sidings, miles	73.40
Factory Branch—main track and sidings, miles	19.29
Madison Branch—main track and sidings, miles	11.66
Granite Branch—main track and sidings, miles	2.22
Furnace Branch—main track and sidings, miles	1.00
Total	193.92

at $5,000 per mile, giving $969,600 as per certificate of stock issued.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	30,000 00
Par value of shares	$ 100 00
Total par value authorized	3,000,000 00
Total amount issued and outstanding	1,972,900 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Number of shares issued during year for cash, common	125
Cash realized on amount issued during year	12,500 00
Total number of shares issued for cash, common	10,033 00
Total number of shares issued for construction, common	9,696 00
Total	$ 19,729 00
Total cash realized, common	1,003,300 00
Total cash realized for construction, common	969,600 00
Total	$ 1,972,900 00

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First mortgage, series A	$ 1,500,000 00	$ 1,500,000 00	$ 1,500,000 00	$ 1,500,000 00
Series B	734,000 00	734,000 00	734,000 00	734,000 00
Series C	820,000 00	820,000 00	820,000 00	820,000 00
Consolidated mortgage	1,868,700 00	1,868,700 00	1,868,700 00	1,868,700 00
Grand total	$ 4,922,700 00	$ 4,922,700 00	$ 4,922,700 00	$ 4,922,700 00

Class of Bond or Obligation.	Interest. Rate Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage, series A	6	June 1	$ 90,000 00	$ 90,000 00
Series B	6	and	44,040 00	44,040 00
Series C	6	Dec. 1.	49,200 00	49,200 00
Consolidated mortgage		April 1, Oct. 1.		
Grand total			$ 183,240 00	$ 183,240 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount Outstanding.	Interest. Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	$ 3,054,000 00	$ 3,054,000 00	$ 183,240 00	$ 183,240 00
Consolidated mortgage	1,868,700 00	1,868,700 00	Payable when earned.	
Total	$ 4,922,700 00	$ 4,922,700 00	$ 183,240 00	$ 183,240 00

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 108,285 80
Due from agents	9,206 12
Due from solvent companies and individuals	14,182 12
Balance—current liabilities	332,398 57
Total	$ 464,052 61

LIABILITIES.

Audited vouchers and accounts	$ 8,426 26
Wages and salaries	23,087 66
Net traffic balances due to other companies	3,045 02
Miscellaneous	428,893 67
Total	$ 464,052 61

Material and supplies on hand, $16,265.75.

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment.	Amount per Mile of Road.	
		To Railroads.	Miles.	Amount.
Capital stock	$ 1,972,900 00	$ 1,972,900 00	328.18	$ 6,011 03
Bonds	4,922,700 00	4,922,700 00	328.18	15,000 00
Total	$ 6,895,600 00	$ 6,895,600 00	328.18	$ 21,011 03

MILEAGE OPERATED.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
Cape Fear and Yadkin Valley Railroad Co	$1,972,900 00	$1,922,700 00	$ 464,052 61	$7,359,652 61	328.18	$ 22,425 66
South Carolina Pacific	100,000 00	104,600 00	.....	204,600 00	10.50	19,485 71
Total	$2,072,900 00	$5,027,300 00	$ 464,052 61	$7,564,252 61	338.68	$ 22,334 51

Digitized by Google

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR. Charged to Construction or Equipment.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893	Cost Per Mile.
CONSTRUCTION:				
Right-of-way		$ 1,543 75	$ 1,513 75	$ 4 71
Other real estate		341 00	341 00	1 04
Fences		240 18	240 18	73
Grading, bridge and culvert masonry	$ 72 24	3,406 44	3,478 68	10 60
Bridges and trestles	5,403 98	1,982 83	7,386 81	22 50
Ties		397 11	397 11	1 21
Other superstructure		2,269 12	2,269 12	6 91
Buildings, furniture and fixtures	851 99	8,648 39	9,500 38	28 95
Shop machinery and tools	450 00	136 21	586 21	1 79
Telegraph line		66 92	66 92	20
Wharfing, etc	414 80		414 80	1 26
Sidings and yard extensions	3,340 27	24,672 39	28,012 66	85 36
Terminal facilities and elevators	1,641 35	897 59	2,538 94	7 74
Road built by contract		6,744,765 25	6,744,765 25	20,552 03
Other items		143 94	143 94	44
Total construction	$ 12,174 63	$6,789,511 12	$6,801,685 75	$ 20,725 47
EQUIPMENT:				
Locomotives	1,899 20	114,401 26	116,300 46	354 38
Passenger cars		68,352 73	68,352 73	208 28
Baggage, express and postal cars		298 58	298 58	91
Freight cars		293,386 42	293,386 42	893 98
Other cars of all classes		559 88	559 88	1 71
Floating equipment	459 24	299 53	758 77	2 31
Total equipment	$ 2,358 44	$ 477,298 40	$ 479,656 84	$ 1,461 57
Total cost construction, equipment, etc.	$ 14,533 07	$7,266,809 52	$7,281,342 59	$ 22,187 04

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 549,354 70	
Less operating expenses	353,909 30	
Income from operation		$ 195,445 40
Total income		$ 195,445 40
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 183,240 00	
Rents	6,276 00	
Taxes	17,563 90	
Other deductions	360 00	
Total deductions from income		207,439 90
Deficit		$ 11,994 50
Deficit from operations of year ending June 30, 1893		$ 11,994 50
Surplus on June 30, 1892 [From "General Balance Sheet,"]		420,611 89
Deficit on June 30, 1892 [From "General Balance Sheet,"]		$ 408,617 39
Deductions for year		339,007 62
Surplus on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 69,609 77

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger revenue	$ 122,160 08	$ 122,160 08
Total passenger revenue		$ 122,160 08
Mail	$ 23,082 16	
Express	7,277 64	
Extra baggage and storage	1,308 67	
	$ 36,668 47	36,668 47
Total passenger earnings		$ 158,828 55
FREIGHT:		
Freight revenue	383,951 51	
Total freight earnings		383,951 51
Total passenger and freight earnings		$ 542,780 06
OTHER EARNINGS FROM OPERATION:		
Car mileage—balance	$ 4,365 95	
Rents not otherwise provided for	1,242 20	
Other sources	966 49	
Total other earnings	$ 6,574 64	6,574 64
Total gross earnings from operation		$ 549,354 70

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 36,727 51	$ 44,888 93	$ 81,616 44
Maintenance of equipment	15,105 93	23,376 75	38,482 68
Conducting transportation	56,911 19	141,327 77	198,238 96
General expenses	13,092 04	22,479 18	35,571 22
Grand total	$ 121,836 67	$ 232,072 63	$ 353,909 30

Percentage of expenses to earnings—entire line, 64.42 per cent.

RENTALS PAID.

South Carolina Pacific Railway Company—interest on bonds guaranteed	$ 6,276 00
Cash	6,276 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 6,789,511 12	Cost of road	$ 6,801,685 75	$ 12,174 63	
477,298 40	Cost of equipment	479,656 84	2,358 44	
140,575 34	Cash and current assets	131,654 04		$ 8,921 30
12,291 24	Other assets—materials and supplies	16,265 75	3,971 51	
$ 7,419,679 10	Grand total	$ 7,429,262 38	$ 9,583 28	
	LIABILITIES.			
$ 1,960,400 00	Capital stock	$ 1,972,900 00	$ 12,500 00	
4,922,700 00	Funded debt	4,922,700 00		
115,967 21	Current liabilities	464,052 61	348,085 40	
420,611 89	Profit and loss	69,609 77		351,002 12
$ 7,419,679 10	Grand total	$ 7,429,262 38	$ 9,583 28	

Digitized by Google

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged. From	To	Miles.	Amount of Mortgage per Mile of Line.
First mortgage, Series A	South Carolina State line	Greensboro	150	
First mortgage, Series B	Greensboro	Mount Airy	73.4	
First mortgage, Series C	Wilmington	Fayetteville	82	$ 10,000 00
			305.4	
Consolidated mortgage	Wilmington	Mount Airy	248.28	
	South Carolina line	Fayetteville	46.75	
	Stokesdale	Madison	11.39	
	Mount Airy	Flat Rock Quarry	2.02	$ 15,000 00
	Climax	Ramseur	18.74	
	Greensboro	Steel & Iron Furnace	1	
			328.18	

EMPLOYEES AND SALARIES.

Class.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	7	2,191	$ 15,449 96	$ 7 05
General office clerks	15	4,695	9,846 96	2 09
Station agents	61	19,093	26,287 96	1 38
Other station men	48	15,024	13,147 81	88
Enginemen	25	7,825	25,812 33	3 30
Firemen	20	6,260	7,867 40	1 26
Conductors	21	6,573	16,385 10	2 49
Other trainmen	41	12,833	15,094 16	1 18
Machinists	12	3,756	10,727 46	2 86
Carpenters	21	6,573	9,320 79	1 42
Other shopmen	18	5,634	6,200 08	1 10
Section foremen	45	14,085	20,940 00	1 49
Other trackmen	255	79,815	45,100 10	57
Switchmen, flagmen, and watchmen	19	5,947	6,585 90	1 11
Telegraph operators and dispatchers	15	4,695	8,390 10	1 79
Employees—account floating equipment	6	1,878	3,453 34	1 84
All other employees and laborers	8	2,504	3,779 47	1 51
Total (including "General Officers")	637	199,381	$ 244,388 92	$ 1 22
Less "General Officers"	7	2,191	15,449 96	7 05
Total (excluding "General Officers")	630	197,190	$ 228,938 96	$ 1 16

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	149,227			
Number of passengers carried one mile	5,993,093			
Average distance carried	40.16			
Total passenger revenue		122,160	8	
Average amount received from each passenger			81	862
Average receipts per passenger per mile			2	038
Estimated cost of carrying each passenger one mile			2	033
Total passenger earnings		158,828	55	
Passenger earnings per mile of road		468	96	
Passenger earnings per train mile			68	626
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	287,567			
Number of tons carried one mile	27,734,852			
Average distance haul of one ton	96.44			
Total freight revenue		383,951	51	
Average amount received for each ton of freight		1	33	517
Average receipts per ton per mile			1	384
Estimated cost of carrying one ton one mile				837
Total freight earnings		383,951	51	
Freight earnings per mile of road		1,133	67	
Freight earnings per train mile		1	33	182
PASSENGER AND FREIGHT:				
Passenger and freight revenue		506,111	59	
Passenger and freight revenue per mile of road		1,495	25	
Passenger and freight earnings		542,780	6	
Passenger and freight earnings per mile of road		1,602	63	
Gross earnings from operation		549,354	70	
Gross earnings from operation per mile of road		1,622	4	
Gross earnings from operation per train mile		1,057		
Expenses		353,909	30	
Expenses per mile of road		1,044	92	
Income from operation		195,445	40	
Income from operation per mile of road		577	7	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	220,607
Miles run by freight trains	255,794
Miles run by mixed trains	43,330
Total mileage trains earning revenue	519,731
Miles run by switching trains	97,200
Miles run by construction and other trains	35,107
Grand total train mileage	652,038

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	Kind.
LOCOMOTIVES:					
Passenger	6	6	Westinghouse		
Freight	14	5 3	Westinghouse Eams	4	Thurm'd.
Switching	4	2	Westinghouse		
Total locomotives	24	16		4	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	8	8	Westinghouse	8	Janney.
Second-class passenger cars	7	7	Westinghouse	7	Janney.
Baggage, express, and postal cars	6	6	Westinghouse	6	Janney.
Total	21	21		21	
CARS IN FREIGHT SERVICE:					
Box cars	310			1 215 150 51	Janney. Thurm'd. Thurm'd. Janney.
Flat cars	270				
Stock cars	20			11	Thurm'd.
Total	600			428	
CARS IN COMPANY'S SERVICE:					
Gravel cars	3				
Derrick cars	1				
Caboose cars	11				
Other road cars	11				
Total	26				
Total cars owned	634			449	
Grand total cars	647			449	

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line.	Branch's and Spurs.			Iron.	Steel.
Miles of single track	248.28	79.90	10.50	338.68	18.66	320.02
Miles of yard track and sidings	19.28	5.52	1.37	26.17	23.40	2.77
Total mileage operated (all tracks)	267.56	85.42	11.87	364.85	42.06	322.79

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operat'd Under Lease.	Line Operated under Track'ge Rights.	RAILS.	
	Main Line.	Branch's and Spurs.			Iron.	Steel.
North Carolina	248.28	79.90	----------	328.18	18.66	309.52
South Carolina	----------	----------	10.50	10.50	---------	10.50
Total mileage operated (single track)	248.28	79.90	10.50	338.68	18.66	320.02

MILEAGE OWNED.

North Carolina—line represented by capital stock, main line	248.28
Branches and spurs	79.90
Line operated under trackage rights	328.18
Rails—iron	18.66
Rails—steel	309.52

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:

Steel—tons	75
Weight per yard, pounds	50
Average price per ton at distributing point	$30 75

NEW TIES LAID DURING YEAR:

Pine and oak—number	75,914
Average price at distributing point	26 cts.

Digitized by Google

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Bituminous. Tons.	Wood—Hard. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	2,988	2,208	4,460	231,439	38.64
Freight	891	12,798	9,423	288,292	65.39
Switching	15	1,476	909	97,200	20.55
Construction		1,281	854	35,107	48.65
Total	3,894	37,763	15,736	652,038	48.26
Average cost at distributing point	$ 2 04¼	$ 1 72½			

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		1
SWITCHMEN, FLAGMEN, AND WATCHMEN:		
Coupling and uncoupling		2
PASSENGERS:		
At stations	2	
Other causes		2
TRESPASSING:		
Other causes	4	

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Alignment.				Profile
	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Main Line:					
Wilmington to Fayetteville	82.45	18	3.13	79.32	16.65
Fayetteville to Greensboro	96.27	145	21.62	74.65	8
Greensboro to Mount Airy	69.56	170	20.05	49.51	5.07
Bennettsville Branch:					
Fayetteville to South Carolina State line	46.75	47	5.46	41.29	7.28
Factory Branch:					
Climax to Ramseur	18.74	39	5.54	13.20	2.45
Madison Branch:					
Stokesdale to Madison	11.39	30	4.28	7.11	1.50
Granite Branch:					
Mount Airy to Flat Rock Quarry	2.02	14	.97	1.09	.30
Furnace Branch:					
Greensboro to Iron and Steel Furnace	1	3	.41	.59	.17
Total	328.18	466	61.42	266.76	41.42

Working Divisions or Branches.	Profile.					
	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descend'g Grades. Miles.
Main Line:						
Wilmington to Fayetteville	57	6,927.8	35.57	45	5,927.8	30.43
Fayetteville to Greensboro	70	22,956.7	47.82	66	15,682.1	40.45
Greensboro to Mount Airy	60	23,964.7	34.56	52	22,032.3	29.93
Bennettsville Branch:						
Fayetteville to S. C. State line	38	5,650.4	23.43	41	4,777.8	16.04
Factory Branch:						
Climax to Ramseur	14	1,456.7	3.58	19	5,084.7	12.71
Madison Branch:						
Stokesdale to Madison	7	1,384.3	2.33	10	5,360.3	7.56
Granite Branch:						
Mount Airy to Flat Rock Quarry	3	972.4	1 08	1	650	.64
Furnace Branch:						
Greensboro to Iron and Steel Furnace	3	175	.49	3	11	.34
Total	252	63,488	148.86	237	59,630	137.90

Digitized by Google

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number	2
Aggregate length, feet	805
Minimum length, feet	125
Maximum length, feet	680
Wooden—number	20
Aggregate length, feet	2,245
Minimum length, feet	30
Maximum length, feet	250
Trestles—number	203
Aggregate length, feet	28,908
Minimum length, feet	10
Maximum length, feet	1,708

Overhead highway crossings, trestles, 5; height of lowest above surface of rail, 15 feet 7 inches.

Undergrade bridge, 1; height above surface of rail, 16 feet five inches.

Gauge of track, four feet nine inches; 328.18 miles.

Digitized by Google

CARTHAGE RAILROAD.

HISTORY.

The Carthage Railroad Company was organized April 29, 1886, under the laws of the State of North Carolina.

Road built during 1888. Formerly leased to the Raleigh and Augusta Air Line Railroad Company, which practically owns the road; lease transferred to W. C. Petty, Manly, N. C., on June 14, 1890.

No limitation as to duration of charter.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. C. Black	Carthage, N. C.
Secretary	W. J. Adams	Carthage, N. C.
Treasurer	L. P. Tyson	Carthage, N. C.
Attorney	Black & Adams	Carthage, N. C.
General Manager	W. C. Petty	Carthage, N. C.

W. C. Petty, "Lessee," has entire management and control.

PROPERTY OPERATED.

Carthage Railroad—from Cameron, N. C., to Carthage, N. C., 10 miles.

PROPERTY LEASED.

The Carthage Railroad after being constructed was leased to the Raleigh and Augusta Air Line Railroad on the 23d day of August, 1888, for the term of ninety-nine years, the consideration being five dollars, which road operated the Carthage road until it was *subleased* to W. C. Petty, on the first day of June, 1890, for the term of ninety-seven years, and the road is now operated by said W. C. Petty.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	10,000
Par value of shares	$ 25 00
Total par value authorized	250,000 00
Total amount issued and outstanding	16,050 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction, common—total number of shares issued	642
Total cash realized	$ 16,050 00

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

Capital Stock—total amount outstanding	$ 16,050 00
Amount per mile of road—10 miles	1,605 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:			
Right-of-way	$ 15 00	$ 15 00	$ 1 50
Grading and bridge and culvert masonry	10,600 00	10,600 00	1,060 00
Bridges and trestles	950 00	950 00	95 00
Rails	24,000 00	24,000 00	2,400 00
Ties	5,400 00	5,400 00	540 00
Other superstructure	20 00	20 00	2 00
Engineering, expenses, hauling	125 00	125 00	12 50
Other items	110 00	110 00	11 00
Total construction	$ 41,400 00	$ 41,400 00	$ 4,140 00
EQUIPMENT:			
Locomotives	5,000 00	5,000 00	500 00
Passenger cars	1,000 00	1,800 00	180 00
Total equipment	$ 6,800 00	$ 6,800 00	$ 680 00
Grand total cost construction, equipment, etc	$ 48,200 00	$ 48,200 00	$ 4,820 00

INCOME ACCOUNT.

Gross earnings from operation		$ 8,534 34
Less operating expenses		7,494 55
Total income		$ 1,039 69
DEDUCTIONS FROM INCOME:		
Rents	$ 1,440 00	
Taxes	226 80	
Total deductions from income		1,666 80
Deficit		$ 577 11
Deficit from operations of year ending June 30, 1893		$ 577 11
Surplus on June 30, 1892 [From "General Balance Sheet,"]		$ 1,125 77
Deductions for year		577 11
Surplus on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 548 66

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger revenue	$ 3,070 05	
Total passenger revenue		$ 2,575 10
Mail		440 40
Express		36 52
Extra baggage and storage		18 03
Total passenger earnings		$ 3,070 05
FREIGHT:		
Freight revenue	$ 5,514 29	
Total freight revenue		5,514 29
Total freight earnings		$ 5,514 29
Total gross earnings from operation		$ 8,584 34

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 638 52	$ 1,906 38	$ 2,544 90
Maintenance of equipment	220 00	660 00	880 00
Conducting transportation	702 99	2,074 66	2,777 65
General expenses	323 00	969 00	1,292 00
Grand total	$ 1,884 51	$ 5,610 04	$ 7,494 55

RENTALS PAID.

Carthage Railroad	$ 1,440 00

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

Cost of road June 30, 1893	$	41,480 00
Cost of equipment June 30, 1893		6,800 00
Grand total	$	48,280 00

LIABILITIES.

Capital stock June 30, 1893	$	16,050 00
Profit June 30, 1893		491 83
Other items not given.		
Grand total	$	16,541 83
Decrease year ending June 30, 1893	$	633 94

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	1	312	$ 1,200 00	$ 3 85
Station agents	2	624	600 00	2 00
Other station men	1	312	180 00	57
Enginemen	1	312	600 00	2 00
Firemen	1	312	312 00	1 00
Other trainmen	1	312	180 00	57
Section foremen	1	312	420 00	1 25
Other trackmen	6	1,872	1,123 20	3 60
Total (including "General Officers")	14	4,368	$ 4,615 20	$ 14 84
Less "General Officers"	1	312	1,200 00	3 85
Total (excluding "General Officers")	13	4,056	$ 3,415 20	$ 10 99

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.	
		Dollars.	Cents.
PASSENGER TRAFFIC:			
Number of passengers carried earning revenue	6,442		
Total passenger revenue		2,575	10
Average amount received from each passenger			40
Average receipts per passenger per mile			4
Total passenger earnings		3,070	5
Passenger earnings per mile of road		307	70
Passenger earnings per train mile		76	92
FREIGHT TRAFFIC:			
Number of tons carried of freight earning revenue	6,508		
Total freight earnings		5,514	29
Freight earnings per mile of road		551	14
Freight earnings per train mile		137	80
PASSENGER AND FREIGHT:			
Passenger and freight revenue		8,584	34
Passenger and freight revenue per mile of road		858	84
Expenses—$1,440 interest included		8,934	55
Expenses per mile of road		893	45
TRAIN MILEAGE:			
Miles run by mixed trains	12,480		
Total mileage trains earning revenue	12,480		
Average number freight cars in train	2		
Average number of loaded cars in train	2		
Average number of empty cars in train	2		
Average number of tons of freight in train	$5\frac{268}{2000}$		

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Locomotives—passenger 1; equipped with American Steam-brake.

Cars in passenger service—second-class passenger cars 1; equipped with Westinghouse Air-brake, 13.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line represented by capital stock—main line, miles of single track	10
Line operated under lease	10
Total mileage operated	10
Rails—old iron, miles	10
Line represented by capital stock—main line, miles of yard track and sidings	.32
Line operated under lease	.32
Total mileage operated	.32
Rails—old iron, miles	.32
North Carolina, line operated under lease	10.32
Rails—old iron, miles	10.32

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
Passenger	110	110		
Freight	330	330	1,248	66.$\frac{29}{56}$
Total	440	440	1,248	66.$\frac{29}{56}$
Average cost at distributing point	$1 25			

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—number	2
Aggregate length, feet	100
Minimum length, feet	50

Gauge of track, four feet nine inches; 10.32 miles.

Digitized by Google

CASHIE AND CHOWAN RAILROAD COMPANY.

HISTORY.

The road is principally a lumber road, entirely in Bertie County, and is thirty miles in length.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Greenleaf Johnson	Baltimore, Md.
Secretary-Treasurer	Howard N. Johnson	Norfolk, Va.
Superintendent	E. E. Smith	Howard, N. C.
General Manager	Howard N. Johnson	Norfolk, Va.
Attorney	F. D. Winston	Windsor, N. C.
Auditor	R. E. Crump	Norfolk, Va.

The main terminal is at Howard, on Cashie River. The road runs toward Chowan River, twenty-two miles; the other lines are switches to the timber.

CAPITAL STOCK.

Amount of capital stock authorized	$ 100,000 00
Amount of capital stock paid up	100,000 00
Shares held by non-residents	9,996 00
Cost of road	48,000 00
Cost of equipment	20,000 00

ROLLING STOCK.

Four locomotives	$ 5,000 00
One pay-car	200 00
One hand-car	25 00
Fifty logging cars	2,500 00
Cost of road	65,000 00
Equipment	18,000 00

EARNINGS.

Gross earnings	$ 11,850 00

Employees 25.

Digitized by Google

CASHIE AND ROANOKE RAILROAD COMPANY.

HISTORY.

This is a logging road, thirty miles in length, all in Bertie County.
Chartered in 1885.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. W. Branning	Edenton, N. C.
Secretary	Frank B. Delaplain	Edenton, N. C.
Attorney	W. D. Pruden	Edenton, N. C.
Superintendent	James A. Fickett	Windsor, N. C.

CAPITAL STOCK.

Amount of capital stock paid up	$ 40,000 00
Shares held by non-residents	1,000 00
Cost of road	30,000 00
Cost of equipment	6,150 00
Gross earnings	14,469 34
Expenses	16,253 50

Employees 20.

Digitized by Google

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

HISTORY.

This company was organized and chartered September 30, 1886, and succeeded to the rights of the Rutherfordton Railway Construction Company.

Total mileage in North Carolina, 64½ miles, through the counties of Cleveland, Rutherford and McDowell.

The present name and corporate existence of this company began with an Act of the General Assembly of South Carolina, ratified on the 22d day of December, 1885.

The Rutherfordton Railway Construction Company was organized under an Act of the General Assembly of North Carolina, ratified on the 6th day of February, 1883.

The Rutherfordton, Marion and Tennessee Railway Company was organized under an Act of the General Assembly of North Carolina, ratified on the 5th day of February, 1881.

These two last-named companies were allowed to consolidate with and merge into the Charleston, Cincinnati and Chicago Railroad Company by an Act of the General Assembly, ratified the 17th day of February, 1887.

The purpose of this Act was to make one continuous line and to extend the road into and across the State of North Carolina, and to enable it to be continued across the States of Tennessee, Virginia and Kentucky to the Ohio river.

Road now in the hands of a Receiver.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver	D. H. Chamberlain	Charleston, S. C.
General Manager	C. M. Ward	Charleston, S. C.
Superintendent	A. Tripp	Blacksburg, S. C.
Freight and Passenger Agent	E. P. Waring	Charleston, S. C.
Auditor	W. E. Stoney	Charleston, S. C.
Cashier	W. G. Mazyck	Charleston, S. C.

PROPERTY OPERATED.

Charleston, Cincinnati and Chicago Railroad—From Camden, S. C., to Marion, N. C., 171 miles; 64 miles in North Carolina.

RECAPITULATION OF FUNDED DEBT.

Class of debt—Miscellaneous obligations, Receiver's certificate—am't issued	$260,897 30
Amount outstanding	260,897 30
Amount of interest accrued during year	15,991 80
Amount of interest paid during year	15,991 80

Digitized by Google

RECEIVER'S CERTIFICATES.

Amount issued	$277,897 30
Amount outstanding	277,897 30
Amount of interest accrued during year	16,294 12
Amount of interest paid during year	16,294 12

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Due from agents	$ 3,043 13
Due from solvent companies and individuals	2,949 54
Balance—current liabilities	406,457 31
Total	$412,450 01

LIABILITIES.

Receiver's certificates	$277,897 30
Loans and bills payable	37,743 32
Audited vouchers and accounts	29,483 88
Wages and salaries	8,438 50
Net traffic balances due to other companies	48,999 88
Cash	3,894 46
Balance—cash assets	5,992 67
Total	$412,450 01

INCOME ACCOUNT.

Gross earnings from operation	$ 158,013 68	
Less operating expenses	191,436 49	
Deficit		$ 33,392 81
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued—Receiver's certificate	$ 16,294 12	
Taxes	11,184 62	
Permanent improvements	1,142 14	
Total deductions from income		28,620 88
Deficit		$ 62,013 69
Deficit from operations of year ending June 30, 1893		$ 62,013 69
Deficit on June 30, 1892 [from "General Balance Sheet,"]		63,436 42
Deficit on June 30, 1893 [for entry on "General Balance Sheet"]		$ 125,450 11

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 40,685 56		
Total passenger revenue		$ 40,685 56	
Mail	$ 11,688 08		
Express	1,677 22		
		13,365 30	
Total passenger earnings			$ 54,050 86
FREIGHT:			
Freight revenue	$ 99,811 08		
Total freight revenue		$ 99,811 08	
Total freight earnings			99,811 08
Total passenger and freight earnings			$ 153,861 94
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance			$ 3,640 94
Other sources			540 80
Total other earnings			$ 158,043 68

OPERATING EXPENSES.

ITEMS.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 43,721 44	$ 40,036 13	$ 83,757 57
Maintenance of equipment	5,372 20	7,258 91	12,631 11
Conducting transportation	36,312 21	38,070 70	74,412 91
General expenses	10,421 46	10,213 44	20,634 90
Grand total	$ 95,827 31	$ 95,579 18	$ 191,436 49

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	8	2,920	$ 20,660 00	
General office clerks	2	730	1,380 00	
Station agents	23	8,395	11,660 21	$ 1 39
Other station men	8	2,920	1,341 25	45⅔
Enginemen	7	2,347	7,800 55	3 28
Firemen	7	2,347	2,690 99	1 14
Conductors	7	1,620	4,051 38	2 50
Other trainmen	16	3,873	4,842 13	1 25
Machinists	5	1,600	4,000 00	2 50
Carpenters	6	1,878	2,817 00	1 50
Other shopmen	16	5,120	4,608 00	90
Section foremen	25	9,125	12,136 25	1 33
Other trackmen	116	31,873	21,514 65	67½
Switchmen, flagmen and watchmen	2	730	7 30	1 00
Telegraph operators and dispatchers	18	6,570	3,613 98	55
Employees—account floating equipment	5	1,825	4,560 00	2 50
All other employees and laborers	32	10,016	13,021 60	1 30
Total (including "General Officers")	303	93,889	$ 120,705 29	
Less "General Officers"	10	3,650	22,040 00	
Total (excluding "General Officers")	293	90,239	$ 98,665 29	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	56,542			
Number of passengers carried one mile	1,431,059			
Average distance carried	39			
Total passenger revenue		40,685	50	
Average amount received from each passenger			71	956
Average receipts per passenger per mile			2	843
Estimated cost of carrying each passenger one mile			6	098
Total passenger earnings		54,050	86	
Passenger earnings per mile of road		316	8	
Passenger earnings per train mile			55	272
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.	81,474			
Number of tons carried one mile	3,597,036			
Average distance haul of one ton	44.15			
Total freight revenue		99,811	8	
Average amount received for each ton of freight		1	22	506
Average receipts per ton per mile			2	775
Estimated cost of carrying one ton one mile			2	657
Total freight earnings		99,811	8	
Freight earnings per mile of road		583	60	
Freight earnings per train mile		1	11	577
PASSENGER AND FREIGHT:				
Passenger and freight revenue		140,496	64	
Passenger and freight revenue per mile of road		821	62	
Passenger and freight earnings		153,861	91	
Passenger and freight earnings per mile of road		899	78	
Gross earnings from operation		158,043	68	
Gross earnings from operation per mile of road		924	23	
Gross earnings from operation per train mile			84	405
Expenses		191,436	49	
Expenses per mile of road		1,119	51	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	87,148
Miles run by freight trains	57,529
Miles run by mixed trains	42,568
Total mileage trains earning revenue	187,245
Miles run by switching trains	37,688
Miles run by construction and other trains	10,421
Grand total train mileage	235,358

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger	5	4	Air.		
Freight	6	2	Air.		
Total locomotives	11	6			
CARS IN PASSENGER SERVICE:					
First-class passenger cars	5	5	Air.	5	Janney.
Second-class passenger cars	2	2	Air.	2	Janney.
Baggage, express, and postal cars	2	2	Air.	2	Janney.
Other cars in passenger service	3	1	Air.	1	Janney.
Total	12	10		10	
CARS IN FREIGHT SERVICE:					
Box cars	201			66	Hinson.
Flat cars	79				
Coal cars	20				
Total	300				
CARS IN COMPANY'S SERVICE:					
Caboose cars	3				
Total	3				
Grand total cars	316				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Miles of single track—line represented by capital stock, main line	171.01
Miles of yard track and sidings	11.05
Total mileage operated (all tracks)	182 09

MILEAGE OF LINE BY STATES.

South Carolina—line represented by capital stock, main line	107.02
North Carolina—line represented by capital stock, main line	64.02
Total mileage operated (single track)	171.01

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak and pine, number	29,328
Average price at distributing point	25 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Total Fuel Consum'd Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	3,380	3,380	977.90	69
Freight	3,001	3,001	894.55	67
Switching	1,040.30	1,040.30	376.88	55
Construction	360	360	104.21	69
Total	7,781.30	7,781.30	2,353.54	66
Average cost at distributing point	$ 3 25			

ACCIDENTS TO PERSONS.

TRAINMEN:

Coupling and uncoupling, injured	2

Digitized by Google

CHARACTERISTICS OF ROAD.

From Camden, S. C., to Marion, N. C., miles	171.4
Alignment—number of curves	251
Aggregate length of curved line, miles	27.53
Length of straight line, miles	143.88
Length of level line, miles	34.13
Profile—ascending grades, number	159
Sum of ascents, feet	4,599.9
Aggregate length of ascents, miles	77.15
Descending grades—number	143
Sum of descents, feet	3,329.1
Aggregate length of descending grades, miles	60.15

BRIDGES TRESTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
BRIDGES:				
Iron	4	341	60	97
Wooden	2	560	110	450
Total	6	901		
Trestles	72	27,571	44	1,240

Overhead highway crossings, bridges, 16; height of lowest above surface of rail, 19 feet 6 inches.
Overhead railway crossings, bridges, 2; height of lowest above surface of rail, 19 feet 6 inches.
Gauge of track, four feet eight and one-half inches; 171.4 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY.

Miles of line, 146.03. Miles of wire, 146.03. Name of owner, Western Union Telegraph Company. Name of operating company, Western Union Telegraph Company.

Digitized by Google

DANVILLE, MOCKSVILLE AND SOUTH-WESTERN RAILROAD COMPANY.

HISTORY.

The road extends from Cascade Junction, Va., to Leaksville, N. C., a distance of eight miles. The road was opened in April, 1882. Receiver appointed in 1885; J. T. Morehead, Receiver, Leaksville, N. C. The road is operated by the Richmond and Danville Railroad Company.

This company was chartered for the purpose of constructing a railroad from some point on the Virginia State line in the county of Rockingham, through the counties of Rockingham, Stokes, Forsyth, Guilford, Davidson, Davie, Rowan, Iredell, Catawba, Lincoln, Cleveland, Mecklenburg, Gaston and Union to a point on the South Carolina State line, and also through the counties of Surry, Yadkin, Wilkes, Caldwell, Watauga, Mitchell, Burke, McDowell, Yancey, Buncombe, Madison, Haywood, Jackson and Swain to the Tennessee State line, or through such of said counties as the company might deem proper.

Gross receipts, $1,766.41.

Gauge of track three feet.

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

Line of road, Johnson City, Tennessee, to Cranberry, N. C., thirty-four miles. Total length of line in North Carolina, three miles, all in Mitchell county. The road was chartered May, 1866; road opened July, 1882.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Frank Firmstone	Philadelphia, Pa.
Secretary-Treasurer	John S. Wise	Philadelphia, Pa.
General Superintendent	C. H. Nimson	Cranberry, S. C.
Auditor	Wallace Hahn	Cranberry, S. C.

Gross earnings, entire line, $99,038 73.

Gauge of track, three feet.

Digitized by Google

EGYPT RAILWAY COMPANY.

HISTORY.

The Egypt Railroad was completed in 1891. The incorporation and organization of the Egypt Railway Company before the Secretary of State, was confirmed and ratified by the Legislature, session 1891. No limitation as to duration of charter.

The road begins at Egypt, a point on the Cape Fear and Yadkin Valley Railroad, and extends to Colon, a point on the Raleigh and Augusta Air-Line Railroad. Total length of road, eight miles.

OFFICERS.

President and General Manager	Samuel A. Henszey.
Secretary	K. K. Waite.
Auditor	H. D. Eastburn, Egypt.
Chief Engineer	J. J. Sickler, Egypt.

PROPERTY OPERATED.

Colon to Egypt, eight miles.

CAPITAL STOCK.

Capital stock—common, number of shares authorized	2,500 00
Par value of shares	$ 50 00
Total par value authorized	125,000 00
Total amount issued and outstanding	125,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage bond. Date of issue, 1890. When due, 1920.

Amount of authorized issue	$ 120,000 00
Amount issued	108,000 00
Amount outstanding	108,000 00
Rate of interest, 6 per cent., payable March 1 and September 1.	
Amount interest accrued during year	6,480 00
Amount interest paid during year	6,840 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 108,000 00
Amount outstanding	108,000 00
Amount of interest accrued during year	6,480 00
Amount interest paid during year	6,480 00

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 1 39
Due from agents'	2 00
Net traffic balances due from other companies	97 20
Balance—current liabilities	18,878 76
Total	$ 18,978 76

LIABILITIES.

Loans and bills payable	$ 18,607 47
Audited vouchers and accounts	259 70
Wages and salaries	50 00
Net traffic balances due to other companies	61 59
Total	$ 18,978 76

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 125,000 00	9	$ 13,888 88
Bonds	108,000 00	9	12,000 00
Current liabilities	18,878 17	9	2,097 57
Total	$ 251,878 17		$ 27,986 45

FOR MILEAGE OPERATED.

Name of road—Egypt Railway.

Capital stock	$ 125,000 00
Funded debt	108,000 00
Current liabilities	18,878 17
Total	$ 251,878 17
Amount per mile of road—miles 9	27,986 45

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction to June 30, 1892	$ 190,791 06
Total cost equipment to June 30, 1892	23,501 65
Total cost construction, equipment, etc., to June 30, 1892	$ 214,292 71
Total cost construction to June 30, 1893	221,627 13
Total cost equipment to June 30, 1893	23,788 54
Total cost construction, equipment, etc., to June 30, 1893	$ 245,415 67
Cost construction per mile	24,625 23
Cost equipment per mile	2,643 17
Total cost construction, equipment, etc., per mile	$ 27,268 40

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 4,479 10
Less operating expenses	5,368 59
Deficit	$ 889 49
Interest on interest-bearing current liabilities accrued	3,420 00
Other deductions	2,153 01
Deficit	$ 6,462 50
Deficit on June 30, 1892 [From "General Balance Sheet,"]	5,053 15
Additions for year	$ 1,409 35
Deficit on June 30, 1893 [For entry on "General Balance Sheet,"]	$ 6,462 50

EARNINGS FROM OPERATION.

Total passenger earnings	$ 174 94
Total freight earnings	4,163 98
Car mileage—balance	140 18
Total gross earnings from operation	$ 4,479 10

OPERATING EXPENSES.

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	$ 2,500 97
Maintenance of equipment	1,558 37
Conducting transportation	740 67
General expenses	568 58
Grand total	$ 5,368 59

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Total.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 190,791 06	Cost of road	$ 221,627 13	$ 30,836 07	
23,501 65	Cost of equipment	23,788 54	286 89	
167 02	Cash and current assets			$ 167 02
5,053 15	Profit and loss	6,462 50	1,409 35	
$ 219,512 88	Grand total	$ 251,878 17	$ 32,532 31	$ 167 02
	LIABILITIES.			
$ 96,500 00	Capital stock	$ 125,000 00	$ 28,500 00	
99,000 00	Funded debt	108,000 00	9,000 00	
24,012 88	Current liabilities	18,878 17		$ 5,134 71
$ 219,512 88	Grand total	$ 251,878 17	$ 37,500 00	$ 5,134 71

Digitized by Google

EMPLOYEES AND SALARIES.

Class.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	1			
Station agents	2	310	$ 570 00	$ 92
Enginemen	1	310	930 00	3 00
Firemen	1	310	263 50	85
Section foremen	1	310	372 00	1 20
Other trackmen	8	310	1,736 00	70
Total (including "General Officers")	14	1,550	$ 3,871 50	$ 6 67

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES:	
Freight	1
CARS IN PASSENGER SERVICE:	
Combination passenger cars	1
CARS IN FREIGHT SERVICE:	
Box cars	3
Flat cars	1
Coal cars	23
Other cars	1
Total	28
Grand total cars	29

CHARACTERISTICS OF ROAD.

From Colon to Egypt, miles	8
Alignment—number of curves	24
Aggregate length of curved line, miles	3
Length of straight line, miles	5
Profile—length of level line, miles	1½
Aggregate length of ascending grades, miles	2½
Aggregate length of descending grades, miles	4

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, &c.

Trestles	4
Aggregate length, feet	567
Minimum length, feet	60
Maximum length, feet	275
Overhead railway crossings—trestles	4

Gauge of track, four feet nine inches; 8 miles.

Digitized by Google

GLENDON AND GULF MANUFACTURING AND MINING COMPANY.

HISTORY.

This road was chartered February, 1891. This company was chartered for the purpose of constructing a railroad from a point at or near Fair Haven, in Moore County, to a point at or near Gulf, in Chatham County, and if desired to extend its road to some point on the Raleigh and Augusta Air-Line Road.

Road built, eight miles. Gauge of track, four feet nine inches.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	John B. Leming	Gulf, N. C.
General Manager	Geo. F. Edmonston	Gulf, N. C.
Attorney	William A. Guthrie	Durham, N. C.

Capital stock, $300,000.

Digitized by Google

GUMBERRY AND JACKSON RAILROAD AND LUMBER COMPANY.

HISTORY.

Letters of incorporation issued May, 1887, by Clerk Superior Court Northampton County.
Principally a lumber road.
Freight depots, Gumberry, N. C., and Seaboard, N. C., on Seaboard and Roanoke Railroad.
General Manager, F. Kell, Gumberry, N. C.

HOFFMAN AND TROY RAILROAD COMPANY.

HISTORY.

This road was chartered in 1883. Charter amended March, 1891.
Lumber road. Three and one-half miles in length from Hoffman on Raleigh and Augusta Railroad.

OFFICERS.

President and General Manager, L. J. Jones, Hoffman, N. C.

Digitized by Google

HAMILTON RAILROAD AND LUMBER COMPANY.

HISTORY.

This road is principally a logging road. Total length of road, 30 miles; 13 miles in Martin County and 17 miles in Edgecombe County.

Gauge of track, three feet three inches. Weight of rails, 25 pounds.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President and General Manager	Frank Hitch	Hamilton, N. C.
Secretary	I. H. Pritchard	Hamilton, N. C.

ROAD OPERATED.

Hamilton to Lawrence.

CAPITAL STOCK.

Amount of capital stock	$ 100,000 00
Cost of road	100,000 00
Equipment	20,000 00
Cost of construction per mile	3,300 00
Cost of equipment per mile	4,000 00

EARNINGS.

Gross earnings	$ 1,000 00
Employees	15

Digitized by Google

JAMESVILLE AND WASHINGTON RAILROAD COMPANY.

HISTORY.

This road was chartered February, 1869. Opened December 1, 1877.

Line of road, from Jamesville N. C., to Washington, N. C. Total length of road, 22.57 miles.

Special Act, February, 1893, authorizing the company to take up part of its track and change line of road.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	James E. Sutter	Philadelphia, Pa.
Secretary	H. T. Fenton	Philadelphia, Pa.
Auditor	J. E. Lawrence	Jamesville, N. C.

Capital stock	$ 100,000 00
Funded debt	100,000 00

RECAPITULATION.

Gross earnings	$ 4,134 53
Operating expenses	4,870 78

Digitized by Google

LAUREL RIVER AND HOT SPRINGS RAILROAD COMPANY.

HISTORY.

This company was organized July 1, 1892 (Code, chapter 49).

This road connects with the Western North Carolina Railroad at Hot Springs, N. C. The length of road when completed will be twenty-four miles.

Gauge of track, two feet.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	James Wyman	Lynn, Mass.
Secretary-Treasurer	W. M. Lamkin	Lynn, Mass.
Attorney	J. C. Pritchard	Marshall, N. C.
General Manager	George H. King	Hot Springs, N. C.

Capital stock	$ 150,000 00
Cost of road, as far as constructed	36,489 75
Cost of equipment	6,000 00

Digitized by Google

MARIETTA AND NORTH GEORGIA RAILWAY COMPANY.

HISTORY.

"The Marietta and North Georgia Railway Company is a corporation organized under the laws of the State of Georgia, approved February 9, 1854. By various acts amendatory thereto, among which is one approved October 24, 1870, the name of said company was changed to the Marietta and North Georgia Railroad Company. The Georgia and North Carolina Railroad Company was chartered under bill approved by the Governor of North Carolina March 31, 1871. The Knoxville Southern Railroad Company was organized under the general laws of Tennessee June 23, 1887. By an Act of the Georgia Legislature, approved February 28, 1876, and another Act of said body, approved December 22, 1885, the Marietta and North Georgia Railroad Company was authorized to consolidate with the Georgia and North Carolina Railroad Company. By an Act of the North Carolina Legislature, approved March 3, 1887, the Georgia and North Carolina Railroad Company was authorized to consolidate its line with the Marietta and North Georgia Railroad Company, and granted the right to consolidate this company with a line to be constructed in the State of Tennessee. Under the laws of Georgia, North Carolina and Tennessee, applicable to the Marietta and North Georgia Railway Company and the Knoxville Southern Railroad Company, they were allowed to consolidate."

Marietta and North Georgia Railroad and Georgia and North Carolina Railroad consolidated May 19, 1887, under name of Marietta and North Georgia Railway Company. Marietta and North Georgia Railway Company and Knoxville Southern Railroad Company consolidated November 25, 1890, under the name of Marietta and North Georgia Railway Company.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver and General Manager	J. B. Glover	Marietta, Ga
Treasurer	J. B. Glover	Marietta, Ga

PROPERTY OPERATED.

1. Marietta and North Georgia Railway Company.
   - A. From Marietta, Ga., to Murphy, N. C., miles 108.52
   - From Blue Ridge, Ga., to Knoxville, Tenn., Junction K. and A. Road, miles... 121 31
5. Knoxville and Augusta Railroad Company.
   - From K. and A. Junction with M. and N. G. Railway to Knoxville, Tenn., miles. 2

Total 231.83

13¼ miles in North Carolina.

Gauge of track, 3 feet.

Digitized by Google

NORFOLK AND SOUTHERN RAILROAD COMPANY.

HISTORY.

The Norfolk and Southern Railroad was organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company. Road opened to Elizabeth City, N. C., forty five miles, June 1, 1881; to Edenton, N. C., December 6, 1881. Name changed by legislative enactment February 1, 1883. The property of the Norfolk Southern Railroad Company was placed in the hands of Watson B. Dickerman as receiver on the 22d day of November, 1889, by order of the United States Court of the Eastern District of Virginia.

The Norfolk and Southern Railroad Company reorganized June 1, 1891, and consolidated with the Albemarle and Pantego Railroad Company.

Elizabeth City and Norfolk Railroad Company, charter granted by State of North Carolina January 20, 1870. Amended January 24, 1872; amended March 7, 1878; amended January 20, 1883; amended January 31, 1883. Ratified by Virginia February 23, 1875; ratified by Virginia March 3, 1882; ratified by Virginia February 3, 1888; ratified by Virginia March 6, 1882. Amended in North Carolina March 2, 1889; March 11, 1889; February 10, 1891.

Albemarle and Pantego Railroad Company, charter granted by North Carolina March 2, 1887.

Norfolk Southern Railroad foreclosed by sale of April 29, 1891.

Organized January 20, 1870, as Elizabeth City and Norfolk Railroad Company. Name changed by legislative enactment January 31, 1883, to Norfolk Southern Railroad Company.

The original purpose of this company was to establish a railroad between the town of Elizabeth City, N. C., and the city of Norfolk, State of Virginia, with a capital stock of $1,000,000. This act of incorporation was ratified the 20th day of January, 1870, amended January, 1872, March, 1878, March, 1881, and January, 1883.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Watson B. Dickerman	New York City.
First Vice-President	Walter S. Johnson	New York City.
Secretary-Treasurer	M. W. Dominick	New York City.
General Solicitor	J. W. Simpson	New York City.
Attorneys—Virginia	Starke & Martin	Norfolk, Va.
Attorneys—North Carolina	Pruden & Vann	Edenton, N. C.
Auditor	I. P. Jernigan	Norfolk, Va.
General Manager	M. K. King	Norfolk, Va.
Division Superintendent	W. W. King	Berkley, Va.
Division Superintendent	A. M. Hawkins	Roper, N. C.
General Freight and Pass. Agent	H. C. Hudgins	Norfolk, Va.

PROPERTY OPERATED.

Norfolk and Southern Railroad, main line—From Berkley, Va., to Edenton, N. C., miles	73.05
Branch—From Berkley, Va., to Edenton, N. C., miles	3.76
Main line—From Mackey's Ferry, N. C., to Belhaven, N. C., miles	29.80

Digitized by Google

CAPITAL STOCK.

Capital stock, common—number of shares authorized	20,000
Par value of shares	$ 100 00
Total par value authorized	2,000,000 00
Total amount issued and outstanding	2,000,000 00
Dividends declared during year—rate, 4 per cent.—amount	80,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common—total number of shares issued	594.90
Issued for reorganization, common—total number of shares issued	18,530.10
Issued for purchase of A. & P. R. R.—total number of shares issued	875
Total	20,000.00
Total cash realized for stock issued for cash, common	$ 23,796 00
Total cash realized for stock issued for reorganization, common	1,853,010 00
Total cash realized for stock issued for purchase of A. & P. R. R.	87,500 00
Total	$ 1,964,306 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, July 1, 1891. When due, July 1, 1941.

Amount of authorized issue per mile of road	$ 10,000 00
Amount issued	625,000 00
Amount outstanding	625,000 00
Cash realized on amount issued	620,050 00
Rate of interest, 5 per cent. When payable, May 1 and November 1.	
Amount of interest accrued during year	31,250 00
Amount of interest paid during year	31,250 00

RECAPITULATION OF FUNDED DEBT.

Class of debt—Mortgage bonds—amount issued	$ 625,000 00
Amount outstanding	625,000 00
Amount of interest accrued during year	31,250 00
Amount of interest paid during year	31,250 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 44,510 23
Due from agents	17,582 10
Net traffic balances due from other companies	21,367 25
Due from solvent companies and individuals	10,828 59
Total	$ 94,288 17

LIABILITIES.

Audited vouchers and accounts	$ 13,442 99
Wages and salaries	14,318 37
Miscellaneous	2,498 27
Balance—cash assets	64,028 54
Total	$ 94,288 17

Materials and supplies on hand, $11,148.07.

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 2,000,000 00	106.61	$ 18,759 67
Bonds	625,000 00	106.61	5,862 59
Total	$ 2,625,000 00	106.61	$ 24,622 56

MILEAGE OPERATED.

Name of road, Norfolk and Southern Railroad—capital stock	$ 2,000,000 00
Funded debt	625,000 00
Total	$ 2,625,000 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction:		
Ballasting	$	13,375 27
Buildings, furniture and fixtures		4,334 54
Total construction	$	17,709 81
Equipment:		
Locomotives	$	19,380 00
Freight cars		33,750 00
Other cars of all classes, steel cars		580 40
Total equipment	$	53,710 40
Grand total cost construction, equipment, etc., to June 30, 1892		2,546,831 10
Grand total cost construction, equipment, etc , to June 30, 1893		2,618,251 31
Total cost construction, equipment, etc., per mile		24,559 15

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 396,704 48	
Less operating expenses	251,613 57	
Income from operation		$ 145,090 91
Interest	$ 1,522 06	
Miscellaneous income—less expenses	6,675 08	
Income from other sources		8,197 14
Total income		$ 153,288 05
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 31,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	1,605 00	
Taxes	8,259 48	
Total deductions from income		41,114 48
Net income		$ 112,173 57
Dividends, four per cent., common stock	$ 80,000 00	
Total		80,000 00
Surplus from operations of year ending June 30, 1893		$ 32,173 57
Surplus on June 30, 1892 [From "General Balance Sheet,"]		60,004 10
Surplus on June 30, 1893 [For entry on "General Balance Sheet,"]		$ 92,177 67

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	$ 75,026 69		
Less repayments—tickets redeemed		$ 103 23	
Total deductions		$ 103 23	
Total passenger revenue			$ 74,923 46
Mail	$ 8,130 55		
Express	3,937 50		
Extra baggage and storage { Extra bag. $455.89 / News priv. 240 00 }	695 89		
Other items	760 00		13,523 94
Total passenger earnings			$ 88,447 40
FREIGHT:			
Freight revenue	$ 275,943 03		
Less repayments—overcharge to shippers		1,559 25	
Total deductions		$ 1,559 25	
Total freight revenue			$ 274,383 78
Stock yards, terminals	$ 20,104 13		
Elevators, coal sales	4,757 44		
Other items, lighterage	5,475 87		30,337 44
Total freight earnings			$ 304,721 22
OTHER EARNINGS FROM OPERATION:			
Car mileage	$ 1,471 62		
Telegraph companies	2 0 05		
Rents not otherwise provided for	453 50		
Other sources, miscellaneous	1,400 69		
Total other earnings			$ 3,535 86
Total gross earnings from operation			$ 396,701 48

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Steamers Plymouth, M. E. Roberts, M. E. Dickerman, Norman L. Wagner, Haven Belle, Ranger	$ 40,909 33	$ 35,268 93	$ 5,640 40
Sale of old material, etc	1,034 68		1,034 68
Total	$ 41,944 01	$ 35,269 93	$ 6,675 08

Digitized by Google

OPERATING EXPENSES.

ITEM.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 23,757 31	$ 30,636 10	$ 54,393 44
Maintenance of equipment	1 ,604 78	28,359 12	33,963 90
Conducting transportation	41,036 60	91,237 34	132,273 94
General expenses	12,392 49	18,589 80	30 982 29
Grand total	$ 87,791 21	$ 163,822 36	$ 251,613 57

Percentage of expenses to earnings, entire line, 63.13.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Total.	ASSETS.	JUNE 30, 1893. Item.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
	Cost of road			
	Cost of equipment			
$ 2,546,831 10	Stocks owned	$ 2,618,251 31	$ 71,420 21	
	Bonds owned			
	Other permanent investsments			
	Steamer "Neuse"	17,000 00	17,000 00	
178,822 60	Cash and current assets	94,288 17		$ 84,534 43
10,215 68	Other assets – materials and supplies	11,148 07	932 39	
	Sundries	32,287 00	32,287 00	
$ 2,735,869 38	Grand total	$ 2,772,974 55	$ 121,639 60	$ 84,534 43
	LIABILITIES.			
$ 2,000,000 00	Capital stock	$ 2,000,000 00		
625,000 00	Funded debt	625,000 00		
25,328 03	Current liabilities	30,259 63	$ 4,931 60	
25,537 25	Balance old ac'ts of N. S. R. R. Receiver	25,537 25		
60,004 10	Profit and loss	92,177 67	32,173 57	
$ 2,735,869 38	Grand total	$ 2,772,974 55	$ 37,105 17	

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	1,560	$ 11,199 93	$ 7 18
General office clerks	13	4,212	9,300 00	2 21
Station agents	20	6,480	8,184 00	1 26
Other station men	21	6,804	7,380 00	1 09
Enginemen	13	4,680	11,010 00	2 36
Firemen	16	4,992	4,260 00	86
Conductors	7	2,352	4,920 00	2 09
Other trainmen	49	10,776	11,256 00	1 04
Machinists	10	3,120	7,550 40	2 42
Carpenters	13	4,056	7,300 80	1 80
Other shopmen	68	20,904	21,252 00	1 01
Section foremen	14	5,040	6,840 00	1 35
Other trackmen	126	25,068	22,650 60	90
Switchmen, flagmen, and watchmen	11	3,300	4,200 00	1 28
Telegraph operators and dispatchers	9	2,700	3,420 00	1 27
Employees—account floating equipment	21	7,560	9,180 00	1 21
All other employees and laborers	240		12,432 57	15 c. p'r h'r
Total (including "General Officers")	655	113,004	$ 162,375 33	$ 1 43
Less "General Officers"	4	1,560	11,199 93	
Total (excluding "General Officers")	651	112,044	$ 151,175 37	$ 1 35

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates. Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	92,653			
Number of passengers carried one mile	2,379,027			
Average distance carried	26			
Total passenger revenue		74,923	46	
Average amount received from each passenger			81	943
Average receipts per passenger per mile			3	149
Total passenger earnings		88,447	40	
Passenger earnings per mile of road		829	63	512
Passenger earnings per train mile		1	8	727
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	242,418			
Number of tons carried one mile	13,331,616			
Average distance haul of one ton	51			
Total freight revenue		274,383	78	
Average amount received for each ton of freight		1	13	186
Average receipts per ton per mile			2	57
Total freight earnings		301,721	22	
Freight earnings per mile of road		2,858	27	52
Freight earnings per train mile		4	78	797
PASSENGER AND FREIGHT:				
Passenger and freight revenue		349,307	24	
Passenger and freight revenue per mile of road		3,276	40	601
Passenger and freight earnings		393,168	62	
Passenger and freight earnings per mile of road		3,686	97	702
Gross earnings from operation		396,704	48	
Gross earnings from operation per mile of road		3,721	8	132
Gross earnings from operation per train mile		2	73	412
Expenses		251,613	57	
Expenses per mile of road		2,360	13	104
Income from operation		145,090	91	
Income from operation per mile of road		1,360	95	29

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:	
Miles run by passenger trains	76,511
Miles run by freight trains	49,235
Miles run by mixed trains	19,348
Total mileage trains earning revenue	145,094

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE. No.	Kind.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER. No.	Kind.
LOCOMOTIVES:						
Passenger	1	5	4	Westinghouse Air Brake.		
Freight	1	5	3	Air Brake.		
Switching		2	1	Air Brake.		
Total locomotives	2	13	8			
CARS IN PASSENGER SERVICE:						
First-class passenger cars		6	3	Air Brake.	6	Miller.
Combination passenger cars		3	1	Air Brake.	2	Miller.
Baggage, express, and postal cars		2	2	Air Brake.	2	Miller.
Other cars in passenger service		1			1	Miller.
Total		12	6		11	
CARS IN FREIGHT SERVICE:						
Box cars	50	144			68	Janney.
Flat cars	1	68			2	Janney.
Other cars, logging		24				
Total	51	236			70	
CARS IN COMPANY'S SERVICE:						
Gravel cars		30				
Caboose cars		5				
Total		35				
Total cars owned		283				
Cars leased		50				
Grand total cars		333				

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branch's and Spurs.		Iron.	Steel.
Miles of single track	102.85	3.76	106.61	2.79	103.82
Miles of yard track and sidings	.....	.....	17.15	17.15	
Total mileage operated (all tracks)	102.85	3.76	123.76	19.94	103.82

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Siding.	RAILS.	
	Main Line.	Branch's and Spurs.		Iron.	Steel.
Virginia	22.05	1.92	6.60	8.52	22.05
North Carolina	80.80	1.84	10.55	11.42	81.77
Total mileage operated (single track)	102.85	3.76	17.15	19.94	102.82

MILEAGE OWNED.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Siding.	Total Mileage, Excluding Trackage Rights.
	Main Line.	Branches and Spurs.		
Virginia	22.05	1.92	6.00	23.97
North Carolina	80.80	1.84	10.55	82.64
Total mileage owned (single track	102.85	3.76	17.15	106.61

Digitized by Google

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Juniper, cypress and white-oak—number	30,011
Average price at distributing point	$ 28 90

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	1,855	603	2,156	106,379	40.45
Freight	2,291	698	2,640	72,003	73.34
Switching	998	----------	998	74,668	26.73
Construction	611	152	717	27,481	52.15
Total	5,785	1,453	6,511	280,534	46.42
Average cost at distributing point	$ 2 63	$ 2 63	$ 2 63		

ACCIDENTS TO PERSONS.

TRAINMEN:

Coupling and uncoupling, injured	1

OTHER EMPLOYEES:

Other causes, killed	1
Other causes, injured	3

TRESPASSING:

Other causes	1

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Berkley, Va	Edenton, N. C	76.81	61	8.90	64.15	62.74
Mackey's Ferry, N. C	Belhaven, N. C	29 80	13	2.65	27.15	27.79
Total		106.61	74	11.55	91 30	90.53

Working Divisions or Branches.		Profile.					
		Ascending Grades.			Descending Grades.		
From	To	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents Feet.	Aggregate Length of Descend'g Grades. Miles.
Berkley, Va	Edetnon, N. C	12	7.6	4.55	13	8.7	5.78
Mackey's Ferry	Belhaven, N. C	4	.4	1.29	2	1.1	.72
Total		16	8.0	5.84	15	9.8	6 48

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number	3
Aggregate length, feet	244
Minimum length, feet	77
Maximum length, feet	90
Combination—number	1
Aggregate length, feet	32
Minimum length, feet	32
Maximum length, feet	32
Trestles—number	21
Aggregate length, feet	1,913
Minimum length, feet	16
Maximum length, feet	423

Gauge of track, 4 feet 8½ inches; 106.61 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	39
Miles of wire	39

Digitized by Google

NEW HANOVER TRANSIT COMPANY.

HISTORY.

Organized under Acts of the Legislature of North Carolina, January, 1887. The road runs from Wilmington to Carolina Beach, three miles in length, all in New Hanover County.

Gauge of track, 4 feet 8½ inches.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE
President	I. Bates	Wilmington, N. C.
Vice-President	W. L. Smith	Wilmington, N. C.

CAPITAL STOCK.

Amount of capital stock authorized	$ 50,000 00
Amount of capital stock paid up	15,000 00
Gross receipts	3,401 03

Digitized by Google

NORFOLK AND WESTERN RAILROAD COMPANY.

NORTH CAROLINA DIVISIONS:

Winston-Salem, N. C., to Roanoke, Virginia, 45.75 miles in North Carolina.
Durham, N. C., to Lynchburg, Virginia, 41.69 miles in North Carolina.

HISTORY.

The Lynchburg and Durham Railroad Company was organized under the laws of the States of North Carolina and Virginia, Acts February, 1887. The road succeeded to the rights of the Lynchburg, Halifax and North Carolina, the Roxboro, and the Durham and Roxboro Railroad Companies. Road completed from Lynchburg to Rustburg in 1888; to South Boston, Virginia, in 1889, and to Durham September 15, 1890.

Leased January, 1892, to the Norfolk and Western Railroad Company.

The Roanoke and Southern Railway Company was organized under laws of the States of North Carolina and Virginia, June 18, 1887, and succeeded to the rights of the Roanoke and Southern in North Carolina, and the Roanoke and Southern in Virginia.

The Roanoke and Southern Railway was constructed by the Virginia and North Carolina Construction Company, which company receives and still owns all the bonds and stocks issued. Equipment is furnished by the Virginia and North Carolina Construction Company.

This company was chartered by Act of the Assembly, ratified the 23d day of February, 1887, for the purpose of constructing a railroad and telegraph line from some point on the line of the States of North Carolina and Virginia, in the county of Rockingham, through the counties of Rockingham, Guilford, Stokes, Forsyth, Davidson, Davie, Iredell, Rowan, Catawba, Lincoln Mecklenburg, Gaston and Cleveland, or through any parts of either of said counties to the South Carolina line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	F. J. Kimball	Philadelphia, Pa.
Vice-President	W. C. Bullitt	Roanoke, Va.
Treasurer	William G. MacDowell	Philadelphia, Pa.
General Solicitor	Joseph I. Doran	Philadelphia, Pa.
Comptroller	M. C. Jameson	Philadelphia, Pa.
Auditor	Joseph W. Coxe	Roanoke, Va.
Vice-President and Gen'l Manager	Joseph H. Sands	Roanoke, Va.
Chief Engineer	W. W. Coe	Roanoke, Va.
General Superintendent	D. W. Flickwir, Eastern Division.	Roanoke, Va.
General Superintendent	A. C. Hippy, Western Division	Roanoke, Va.
Division Superintendent	Theo. Low, Durham Division	Lynchburg, Va.
Division Superintendent	D. H. Barger, Winston-Salem Div.	Winston-Salem, N. C.
Freight Agent	T. S. Davant	Roanoke, Va.
Assistant Freight Agent	O. Howard Royer	Roanoke, Va.
General Passenger Agent	W. B. Bevill	Roanoke, Va.

Digitized by Google

PROPERTY OPERATED.

Lynchburg, Va., to Durham, N. C., miles	115.09
Roanoke, Va., to Winston-Salem, N. C., miles	121 30
Mileage Lynchburg and Durham Division in North Carolina	41.69
Mileage Roanoke and Winston Division in North Carolina	45.65

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionm'nt. To Railroads.	Amount per Mile of Road. Miles.	Amount.
Capital stock	$ 57,500,000 00	$ 57,500,000 00	1,319.25	$ 43,585 36
Bonds	54,791,700 00	54,791,700 00*	1,319.25	41,532 46
Equipment trust obligations	3,731,044 10	3,731,044 10	1,319.25	2,828 16
Current liabilities	4,353,420 32	4,353,420 32	1,319.25	3,299 84
Total entire system	$ 120,376,164 42	$ 120,376,164 42	1,319.25	$ 91,245 82

FOR MILEAGE OPERATED.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road. Miles.	Amount.
Norfolk and Western Railroad	$57,500,000 00	$58,522,744 10*	$ 4,353,420 32	$120,376,164 42	1,319.25	$ 91,245 82
Lynchburg and Durham Railroad	1,876,350 00	2,012,000 00		3,888,350 00	115.09	3 3,755 29
Roanoke and Southern Railroad	2,396,450 00	2,137,000 00		4,533,450 00	121 30	37,373 87
Total	$61,772,800 00	$62,671,744 10	$ 4,353,420 32	$128,797,964 42	1,555.61	$ 102,404 98

* Includes $5,125,000 one hundred-year mortgage bonds in hands of Treasurer.

INCOME ACCOUNT.

Gross earnings from operation, entire line	$ 10,445,393 32
Less operating expenses	7,234,437 62
Income from operation	$ 3,210,955 70
Gross earnings in North Carolina	151,865 82
Operating expenses	123,117 96
Income from operation	$ 28,747 86

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	6	1,878	$ 7,663 23	$ 4 08
General office clerks	10	3,130	5,220 22	1 67
Station agents	12	3,935	6,066 81	1 54
Other station men	18	6,127	5,323 12	86
Enginemen	18	5,140	14,573 47	2 83
Firemen	22	5,237	7,352 45	1 40
Conductors	12	3,597	7,465 98	2 07
Other trainmen	44	9,397	10,986 67	1 16
Machinists	2	405	946 26	2 33
Other shopmen	10	3,095	3,330 82	1 07
Section foremen	14	4,799	6,692 10	1 39
Other trackmen	81	18,349	16,293 92	88
Telegraph operators and dispatchers	9	1,681	2,567 85	1 52
All other employees and laborers	6	1,911	3,553 84	1 85
Total (including "General Officers")	264	68,681	$ 98,037 74	$ 1 44
Less "General Officers"	16	5,008	12,883 45	2 57
Total (excluding "General Officers")	248	63,673	$ 85,154 29	$ 1 32
DISTRIBUTION OF ABOVE:				
General administration	16	5,008	12,883 45	2 57
Maintenance of way and structures	94	23,148	22,986 02	99
Maintenance of equipment	11	3,500	4,277 08	1 22
Conducting transportation	143	37,025	57,891 19	1 56
Total (including "General Officers")	264	68,681	$ 98,037 74	$ 1 44
Less "General Officers"	16	5,008	12,883 45	2 57
Total (excluding "General Officers")	248	63,673	$ 85,154 29	$ 1 32

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

TRAIN MILEAGE:	
Miles run by passenger trains	73,753
Miles run by freight trains	97,005
Total mileage trains earning revenue	170,758

ACCIDENTS TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		6
Falling from trains and engines		2
Other train accidents		2
Other causes	2	3
Total	2	13
OTHER EMPLOYEES:		
Other causes		1
TRESPASSING:		
Other causes	1	2

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—iron	6
Aggregate length, feet	634
Minimum length, feet	84
Maximum length, feet	150
Bridges—wooden	4
Aggregate length, feet	118
Minimum length, feet	8
Maximum length, feet	50
Trestles—number	49
Aggregate length, feet	11,621
Maximum length, feet	1,284
Overhead highway crossings—bridges	4
Height of lowest above surface of rail, feet	20

Gauge of track, four feet nine inches; 87.44 miles leased.

Digitized by Google

MOORE COUNTY RAILROAD COMPANY.

HISTORY.

The Moore County Railroad Company was organized under laws of North Carolina, Acts of the General Assembly, January, 1893.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	L. D. Hazen	St. Johnsbury, Vt.
General Manager	W. B. Eckhart	Aberdeen, N. C.

PROPERTY OPERATED.

Aberdeen to Flynn, 7½ miles.

Digitized by Google

PALMETTO RAILROAD COMPANY.

HISTORY.

The Palmetto Railroad Company was organized January 10, 1884, under the laws of South Carolina, and of North Carolina, Acts of 1883.

Chartered by Legislature of South Carolina December 21, 1882, Act No. 7, part of 18 volume of Statutes at Large of State of South Carolina. Fourth section amended in 1884, Act 23, page 858, part of 18 volume, and same section amended again in 1886, Act No. 280, page 330, part of 19 volume State of South Carolina. Chartered by North Carolina Legislature in 1883, Act of North Carolina Legislature, chaper 92, page 146.

Road opened from Hamlet, N. C., to Cheraw, S. C., September, 1887.

The corporate powers of this company are those conferred in chapter 138, Acts 1871-'72, and chapter 99, Battle's Revisal, and subject to revocation at the will of the Legislature.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Wm. Moncure	Raleigh, N. C.
Treasurer	John H. Sharp	Wilmington, N. C.
Attorney, or General Counsel	John D. Shaw	Rockingham, N. C.
Auditor	S. E. Godfrey	Cheraw, S. C.
General Superintendent	Wm. Moncure	Raleigh, N. C.

PROPERTY OPERATED.

Palmetto Railroad—from Hamlet to Cheraw, 18.20 miles.

CAPITAL STOCK.

Capital stock—common, number of shares authorized	3,000
Par value of shares	$ 100 00
Total par value authorized	300,000 00
Total amount issued and outstanding	100,000 00
Capital stock—preferred, number of shares authorized	2,000
Par value of shares	100 00
Total par value authorized	200,000 00
Total amount issued and outstanding	200 000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—preferred, total number of shares issued	2,000
Issued for incorporators for securing franchises, right of-way, etc.—common stock	1,000
Total cash realized	200,000 00

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 5,203 38
Due from agents	875 27
Balance—current liabilities	197,968 31
Total	$ 203,546 96

LIABILITIES.

Audited vouchers and accounts	$ 120 00
Wages and salaries	487 17
Net traffic balance due to company	655 24
Dividends unpaid	12,000 00
Miscellaneous	190,287 55
Total	$ 203,546 96

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total cost to June 30, 1893.	Cost per Mile.
CONSTRUCTION:		
Right-of-way	$ 3,361 49	$ 184 67
Other real estate	822 75	45 20
Grading and bridge and culvert masonry	113,178 43	6,218 59
Bridges and trestles	51,149 07	2,810 38
Rails	66,388 52	3,647 72
Ties	12,790 62	702 78
Other superstructure	8,712 79	478 72
Buildings, furniture and fixtures	4,628 77	254 32
Engineering expenses	17,672 53	971 01
Purchase of constructed road	2,609 23	143 36
Other items	5,533 98	300 06
Total construction	$ 286,818 18	$ 15,760 89
EQUIPMENT:		
Locomotives	6,967 23	382 81
Passenger cars	2,166 70	119 05
Combination cars	1,395 25	76 66
Freight cars	1,936 21	106 38
Other cars of all classes	349 05	19 18
Total equipment	$ 12,814 47	$ 704 08
Grand total cost construction, equipment, etc	$ 299,662 65	$ 16,464 91
Total cost construction, equipment, etc.—North Carolina	$ 115,255 66	$ 16,464 91

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 9,664 08	
Less operating expenses	11,518 18	
Deficit		$ 1,911 10
Miscellaneous income—less expenses	$ 584 00	
Income from other sources		584 00
Deficit		$ 1,330 10
DEDUCTIONS FROM INCOME:		
Taxes		726 26
Deficit		$ 2,056 36
Dividends, 6 per cent., preferred stock		12,000 00
Total		$ 14,056 36
Deficit on June 30, 1892 [from "General Balance Sheet,"]		84,249 30
Deductions for year		$ 98,305 66
Deficit on June 30, 1893 [for entry on "General Balance Sheet"]		$ 98,305 66

Gross earnings from operation—N. C	$ 3,737 89
Operating expenses—N. C	4,509 36

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892. Item.	ASSETS.	JUNE 30, 1893. Item.	YEAR ENDING JUNE 30, 1893. Increase.	Decrease.
$ 286,848 18	Cost of road	$ 286,848 18		
12,814 47	Cost of equipment	12,814 47		
6,898 36	Cash and current assets	5,578 65		$ 1,319 71
100,000 00	Charter and franchise	100,000 00		
83,041 17	Profit and loss	98,305 66	$ 15,281 96	
$ 489,602 18	Grand total	$ 503,546 76		
	LIABILITIES.			
$ 300,000 00	Capital stock	$ 300,000 00		
190,810 31	Current liabilities	2 3,546 96	$ 12,736 65	
$ 490,810 31	Grand total	$ 503,546 96		

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number	Total Yearly Compensation.	Average Daily Compensation.
General officers	3	$ 500 36	$ 1 37
Station agents	2	360 00	50
Other station men		420 00	
Enginemen	1	420 00	1 34
Firemen	1	155 33	49
Other trainmen	2	218 39	34
Section foremen	1	155 33	49
Other trackmen	20	782 20	23
Total (including "General Officers")		$ 2,591 70	$ 4 76
Less "General Officers"		500 36	
Total (excluding "General Officers")		$ 2,091 34	

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES:

Passenger and freight, number 1

Fitted with Westinghouse train brake.

CARS IN PASSENGER SERVICE:

Combination passenger cars, number 1

CARS IN FREIGHT SERVICE:

Box cars, number 2

Flat cars, number 2

Total cars owned 5

Number of cars fitted with hand brake 5

Digitized by Google

MILEAGE.

MILEAGE OF ROAD OPERATED.

Miles of single track—line represented by capital stock, main line	18.20
Line of proprietary companies	18.20
Total mileage operated	18.20

MILEAGE OF LINE BY STATES.

South Carolina—line represented by capital stock, main line	11.20
Line of proprietary companies	11.20
Total mileage, excluding trackage rights	11.20
North Carolina—line represented by capital stock, main line	7.00
Line of proprietary companies	7.00
Total mileage, excluding trackage rights	7.00
Total mileage operated (single track)	18.20

MILEAGE OWNED.

South Carolina—line represented by capital stock, main line	11.20
Line of proprietary companies	11.20
Total mileage, excluding trackage rights	11.20
North Carolina—line represented by capital stock, main line	7.00
Line of proprietary companies	7.00
Total mileage, excluding trackage rights	7.00
Total mileage owned (single track)	18.20

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, &c.

Trestles	3
Aggregate length, feet	200

Gauge of track, five feet eight inches; 7 miles.

Digitized by Google

THE RALEIGH AND WESTERN RAILROAD COMPANY.

HISTORY.

The Raleigh and Western Railway Company was organized September 6th, 1892. Charter granted by Act of General Assembly February 6th, 1893.

This company was chartered for the purpose of building a road from Egypt, N. C., to a point on the Richmond and Danville, about 40 miles. Only about one mile has been built.

OFFICERS.

President ..... Samuel A. Henszey, Egypt.

Digitized by Google

SUFFOLK AND CAROLINA RAILWAY COMPANY.

HISTORY.

Chartered as Nansemond Land, Lumber and Narrow Gauge Railway Company in 1873. Name changed to the Suffolk and Carolina Railway Company, February 26, 1874.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Wm. H. Bosley	Baltimore, Md.
Secretary	John S. Gittings	Baltimore, Md.
Treasurer	Wm. B. Oliver	Baltimore, Md.
General Manager	Wm. T. Hunter	Suffolk, Va.
Superintendent Transportation	J. H. Macleary	Suffolk, Va.

PROPERTY OPERATED.

Suffolk and Carolina Railway Company, from Suffolk, Va., to Montrose, N. C., 39 miles.
25.50 miles in North Carolina.
Gauge of track, three feet six inches.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	5,000
Par value of shares	$ 100 00
Total amount issued and outstanding	400,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—general first mortgage. Date of issue, April, 1886.

Amount of authorized issue	$ 150,000 00
Amount issued	140,000 00
Amount outstanding	140,000 00
Cash realized on amount issued	140,000 00
Rate of interest, 6 per cent., payable annually.	
Amount interest paid during year	8,400 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	$ 150,000 00
Amount outstanding	140,000 00
Amount of interest paid during year	8,400 00

Digitized by Google

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	$ 400,000 00	39	$ 10,256 41
Bonds	140,000 00	39	3,589 74
Total	$ 540,000 00		$ 13,846 15

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year. Charged to Construction or Equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893	Cost Per Mile.
Construction:				
Engineering expenses	$ 69 15			
Wharfing, etc	2,112 60			
Other items	30 50			
Total construction	$ 2,212 25	$ 439,989 24	$ 442,201 49	$ 11,338 50
Equipment:				
Other cars of all classes	$ 47 80			
Total equipment	$ 47 80	$ 61,537 77	$ 61,585 57	$ 1,579 12
Grand total cost construction, equipment, etc	$ 2,260 05	$ 501,527 01	$ 503,787 06	$ 12,917 62
Total cost construction, equipment, etc., North Carolina	$ 1,448 75	$ 321,491 67	$ 322,940 42	$ 12,917 62

Digitized by Google

INCOME ACCOUNT.

Gross earnings from operation	$ 69,906 71	
Less operating expenses	43,388 34	
Income from operation		$ 26,518 37
Miscellaneous income—less expenses	$ 819 12	
Income from other sources		819 12
Total income		$ 27,337 49
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	$ 8,400 00	
Taxes	1,197 63	
Other deductions	4,859 48	
Total deductions from income		14,457 11
Net income		$ 12,880 38
Total		$ 12,880 38
Surplus from operations of year ending June 30, 1893		$ 12,880 38
Surplus on June 30, 1892 [from "general balance sheet," 1892 report]		41,691 98
		$ 54,572 36
Additions for year		6,294 49
Surplus on June 30, 1893 [for entry on "general balance sheet"]		$ 60,866 85

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
	ASSETS.			
Total.		Total.	Increase.	Decrease.
$ 439,989 21	Cost of road	$ 442,201 49	$ 2,212 25	
61,537 77	Cost of equipment	61,585 57	47 80	
1,875 00	Stocks owned	1,875 00		
68,984 25	Other permanent investments	77,673 20	8,688 95	
21,966 24	Cash and current assets	31,722 36	9,756 12	
1,204 78	Other assets—materials and supplies	826 45		$ 378 33
$ 595,557 28	Grand total	$ 615,884 07	$ 20,705 12	$ 378 33
	LIABILITIES.			
$ 400,000 00	Capital stock	$ 400,000 00		
140,000 00	Funded debt	140,000 00		
13,865 30	Current liabilities	15,017 22	$ 1,151 92	
41,691 98	Profit and loss	60,866 85	19,174 87	
$ 595,557 28	Grand total	$ 615,884 07	$ 20,326 79	

Digitized by Google

EMPLOYEES AND SALARIES.

CLASS.	Number	Total No. Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	8	1,352	$ 5,680 00	$ 4 20
General office clerks	2	620	1,600 00	2 58
Station agents	9	2,490	1,440 00	58
Enginemen	2	626	1,380 00	2 20
Firemen	2	626	840 00	1 34
Conductors	2	626	1,140 00	1 82
Other trainmen	4	1,252	1,252 00	1 00
Machinists	1	313	1,000 00	3 19
Carpenters	4	613	1,126 00	1 84
Other shopmen	3	620	980 00	1 58
Section foremen	3	939	1,440 00	1 53
Other trackmen	20	5,567	4,453 60	80
Switchmen, flagmen and watchmen	4	852	908 00	1 07
Total (including "General Officers")	64	16,496	$ 23,239 60	$ 1 41
Less "General Officers"	8	1,352	5,680 00	4 20
Total (excluding "General Officers")	56	15,144	$ 17,559 60	$ 1 16

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at end of Year.	Equipment Fitted with Train Brake.	
		No.	Kind.
LOCOMOTIVES:			
Passenger	2	1	Eames' Vacuum.
Freight	2	1	American Steam.
Switching	1		
Total locomotives	5		
CARS IN PASSENGER SERVICE:			
First-class passenger cars	2	2	
Second-class passenger cars	2	2	
Baggage, express, and postal cars	1	1	
Total	5	5	
CARS IN FREIGHT SERVICE:			
Box cars	5		
Flat cars	82		
Other cars	20		
Total	107		
Total cars owned	112		
Grand total cars	112		

Digitized by Google

WARRENTON RAILROAD COMPANY.

HISTORY.

The Warrenton Railroad Company was organized April 21, 1876, under the laws of the State of North Carolina, Act of General Assembly, February 10, 1877.

The Warrenton Railroad runs from Warrenton, N. C., to Warren Plains, a station on the Raleigh and Gaston Railroad; distance, including side track, 3¼ miles.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. J. White	Warrenton, N. C.
Secretary-Treasurer	J. M. Gardner	Warrenton, N. C.
Attorney	C. A. Cook	Warrenton, N. C.

CAPITAL STOCK.

Capital stock	$ 12,500 00
Funded debt	8,000 00

EARNINGS.

Gross earnings	$ 4,084 87

Digitized by Google

WILMINGTON, NEWBERN AND NORFOLK RAILWAY COMPANY.

HISTORY.

Chartered March, 1885; amended February, 1887, March, 1887. No limitation as to duration of charter.

This company was chartered for the purpose of constructing a railroad from the city of Wilmington to Jacksonville, in the county of Onslow, or to such other places in said county as the company might determine, with the right to continue the road through any of the counties in the State of North Carolina lying east of the Wilmington and Weldon Railroad, and to connect with any railroad now chartered or which may be chartered hereafter, with a capital stock of $1,000,000, and a right to increase the same to $3,000,000.

Road now completed to Newbern.

Name changed in 1893 to Wilmington, Newbern and Norfolk Railway Company.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Thomas A. McIntyre	Produce Ex. Build'g, New York, N. Y.
First Vice-President	Ewen McIntyre	
Secretary	C. M. Whitlock	Wilmington, N. C.
Attorney	A. M. Waddell	Wilmington, N. C.
Auditor	J. W. Martenis	Wilmington, N. C.
General Manager	H. A. Whiting	Wilmington, N. C.
General Freight and Pass. Agent	J. W. Martenis	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Onslow and East Carolina Railroad—From Wilmington, N. C., to Newbern, N. C., 88 miles.

CAPITAL STOCK.

Capital stock under charter, common—number of shares authorized	60,000
Par value of shares	$ 50 00
Total par value authorized	3,000,000 00
Capital stock, by vote of stockholders—number of shares authorized	20,000 00
Par value of shares	50 00
Total par value authorized	1,000,000 00
Total amount issued and outstanding	1,000,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction, common—total number of shares issued	20,000

Issued to contractor for building and equipping road.

Digitized by Google

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, ETC.

Class of bond or obligation—first mortgage. Date of issue—January 12, 1819. When due—February 1, 1921.

Amount of authorized issue	$ 718,000 00
Amount issued	718,000 00
Amount outstanding	718,000 00

Cash realized on amount issued—issued for construction.

Rate of interest, 5 per cent., payable February 1 and August 1.

RECAPITULATION OF FUNDED DEBT.

Class of debt—Mortgage bonds, amount issued	$ 718,000 00
Amount outstanding	718,000 00

The holder of the first mortgage bonds waived the interest to June 30, 1892.

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	$ 1,721 55
Due from agents	6,593 80
Due from solvent companies and individuals	539 80
Other cash assets	649 34
Balance—current liabilities	$ 18,443 15
Total	$ 27,947 64

LIABILITIES.

Loans and bills payable	$ 23,530 72
Audited vouchers and accounts	1,478 54
Wages and salaries	2,938 38
Total	$ 27,947 64

Materials and supplies on hand, $2,016.81.

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment Amount per Mile of Road.		
		To Railroads.	Miles.	Amount.
Capital stock	$ 1,000,000 00	$ 1,000,000 00	50.15	$ 19,940 17
Bonds	718,000 00	718,000 00		14,317 05
Total	$ 1,718,000 00	$ 1,718,000 00	50.15	$ 34,257 22

This report is of the Wilmington, Onslow and East Carolina Railway Company to June 30, 1893, and shows operations from Wilmington to Jacksonville. Road has since been completed to Newbern, N. C., and name changed to Wilmington, Newbern and Norfolk Railroad Company.

Digitized by Google

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
CONSTRUCTION:			
Construction	$1,678,758 80	$1,678,758 80	$ 33,474 75
Buildings, furniture and fixtures	635 25	865 80	17 26
Shop machinery and tools	52 24	52 24	1 04
Sidings and yard extensions	3,542 86	3,896 97	77 71
Other items, ship ways	492 75	492 75	9 82
Total construction	$1,683,481 90	$1,684,066 56	$ 33,580 58
EQUIPMENT:			
Locomotives	$ 15,500 00	$ 15,500 00	$ 309 07
Passenger cars	10,069 00	10,069 00	200 78
Freight cars	28,041 20	28,041 20	559 15
Total equipment	$ 53,610 20	$ 53,610 20	$ 1,069 00
Grand total cost construction, equipment, etc.	$1,737,092 10	$1,737,676 76	$ 34,649 58

INCOME ACCOUNT.

Gross earnings from operation	$ 48,049 76	
Less operating expenses	38,525 39	
Income from operation		$ 9,524 37
Total income		$ 9,524 37
DEDUCTIONS FROM INCOME:		
Taxes		2,051 29
Net income		$ 7,473 08
Surplus from operations of year ending June 30, 1893		$ 7,473 08
Deficit on June 30, 1892 [From "General Balance Sheet"]		4,222 66
Surplus on June 30, 1893 [For entry on "General Balance Sheet"]		$ 3,250 42

Digitized by Google

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger revenue	$ 12,797 82	
Total deductions		$ 12,797 82
Mail	$ 987 91	987 91
Total passenger earnings		$ 13,785 73
FREIGHT:		
Freight revenue	31,140 15	
Total deductions		$ 31,140 15
Total passenger and freight earnings		$ 44,925 88
OTHER EARNINGS FROM OPERATION:		
Other sources		$ 3,123 88
Total other earnings		$ 3,123 88
Total gross earnings from operation		$ 48,049 76
Total gross earnings from operation—entire line		$ 48,049 76

OPERATING EXPENSES.

ITEMS.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures	$ 3,169 02	$ 6,336 07	$ 9,505 09
Maintenance of equipment	1,893 55	3,687 16	5,580 71
Conducting transportation	5,729 05	11,448 20	17,177 25
General expenses	2,087 41	4,174 93	6,262 34
Grand total	$ 12,879 03	$ 25,646 36	$ 38,525 39

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		JUNE 30, 1893.	YEAR ENDING JUNE 30, 1893.	
	ASSETS.			
Item.		Item.	Increase.	Decrease.
$ 1,683,481 90	Cost of road	$ 1,684,066 56	$ 584 66	
53,610 20	Cost of equipment	53,610 20		
1,496 27	Cash and current assets	8,855 15	7,358 88	
1,853 96	Materials and supplies	2,016 81	162 85	
229 15	Sundries	649 34	420 19	
4,222 66	Profit and loss			$ 4,222 66
$ 1,744,894 14	Grand total	$ 1,749,198 06	$ 4,303 92	$ 4,222 66
	LIABILITIES.			
$ 1,000,000 00	Capital stock	$ 1,000,000 00		
718,000 00	Funded debt	718,000 00		
26,894 14	Current liabilities	27,947 64	$ 1,053 50	
	Profit and loss	3,250 42	3,250 42	
$ 1,744,894 14	Grand total	$ 1,749,198 06	$ 4,303 92	

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. Days Worked	Total Yearly Compensation.	Average Daily Compensation.
General officers	1	314	$ 3,000 00	$ 9 55
General office clerks	2	626	1,139 33	1 81
Station agents	5	1,570	2,520 00	1 60
Other station men	5	1,307	1,453 48	1 11
Enginemen	2	628	1,690 00	2 69
Firemen	2	628	720 07	1 16
Conductors	2	628	1,630 00	2 58
Other trainmen	6	1,811	1,196 00	66
Machinists	3	902	2,080 00	2 31
Carpenters	3	850	1,320 00	1 55
Other shopmen	2	628	600 00	95
Section foremen	5	1,570	2,580 00	1 64
Other trackmen	26	8,161	5,796 44	71
Employees—account floating equipment	4	1,256	1,900 00	1 51
All other employees and laborers	2	628	1,353 00	2 15
Total (including "General Officers")	70	21,510	$ 28,965 32	$ 1 35
Less "General Officers"	2	314	3,000 00	9 55
Total (excluding "General Officers")	68	21,196	$ 25,965 32	$ 1 22

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, number Passengers, number Trains, Mileage, number Cars.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	22,666			
Number of passengers carried one mile	598,605			
Average distance carried	26.41			
Total passenger revenue		12,797	82	
Average amount received from each passenger			56	462
Average receipts per passenger per mile			2	138
Estimated cost of carrying each passenger one mile			2	152
Total passenger earnings		13,785	73	
Passenger earnings per mile of road		274	88	99
Passenger earnings per train mile			65	27
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	17,229			
Number of tons carried one mile	701,931			
Average distance haul of one ton	40.74			
Total freight revenue		31,140	15	
Average amount received for each ton of freight		1	80	742
Average receipts per ton per mile			4	436
Estimated cost of carrying one ton one mile			3	653
Total freight earnings		31,140	15	
Freight earnings per mile of road		620	94	017
Freight earnings per train mile			70	805
PASSENGER AND FREIGHT:				
Passenger and freight revenue		43,937	97	
Passenger and freight revenue per mile of road		876	13	
Passenger and freight earnings		44,925	88	
Passenger and freight earnings per mile of road		895	83	
Gross earnings from operation		48,049	76	
Gross earnings from operation per mile of road		958	12	083
Gross earnings from operation per train mile		73	81	11
Expenses		38,525	39	
Expenses per mile of road		753	18	4
Income from operation		9,524	37	
Income from operation per mile of road		186	20	

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	6,461
Miles run by mixed trains	58,640
Total mileage trains earning revenue	65,101

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Kind.	No.	Kind.
LOCOMOTIVES:					
Passenger / Freight	3	3	2 West'ghouse, 1 Boyden.	1	Janney.
Total locomotives	3	3		1	
CARS IN PASSENGER SERVICE:					
First-class passenger cars	5	4 1	Westinghouse Boyden.	5	Gould.
Other cars in passenger service	2	2	Boyden.	2	Gould.
Total	7	7		7	
CARS IN FREIGHT SERVICE:					
Box cars	23	16	Boyden.	16	Gould.
Flat cars	40				
Stock cars	1				
Total	64	16		16	
Grand total cars	71	23		23	

ACCIDENTS TO PERSONS.

TRESPASSING:

Derailments, injured	1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron, draw—number	1
Aggregate length, feet	74
Trestles—number	5
Aggregate length, feet	940

Gauge of track, four feet nine inches; 50.15 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY.

Miles of line, 50.15. Miles of wire, 50.15. Name of owner, Western Union Telegraph Company. Name of operating company, Western Union Telegraph Company.

Digitized by Google

WILMINGTON SEA-COAST RAILROAD COMPANY.

HISTORY.

The Wilmington Sea-Coast Railroad Company was organized under the laws of the State of North Carolina, Acts 2888. Road completed and opened June, 1888.

The Wilmington Sea-Coast Railroad Company purchased the Ocean View Railroad, February 28, 1891, and now owns the whole line from Wilmington to Atlantic Station, 11.81 miles.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Geo. R. French	Wilmington, N. C.
First Vice-President	G. H. Smith	Wilmington, N. C.
Secretary-Treasurer	W. P. Toomer	Wilmington, N. C.
General Counsel	Ricaud & Weil	Wilmington, N. C.
General Manager	J. H. Damie	Wilmington, N. C.

PROPERTY OPERATED.

From Wilmington to Hammocks, 10.31 miles; from Hammocks to Atlantic, 1.51 miles.

Capital stock	$ 150,000 00
Funded debt	50,000 00
	$ 200,090 00

COST OF ROAD AND EQUIPMENT.

Total cost of construction	$ 123,867 45
Total cost of equipment	26,354 01
Total cost of construction and equipment	$ 150,221 46
Gross earnings	$ 17,026 45
Operating expenses	16,654 03
Income from operation	$ 372 42
Taxes	738 98

CHARACTERISTICS OF ROAD.

Bridges, wooden	3
Aggregate length, feet	8,000

Gauge of track, four feet eight and one-half inches.

WINTON RAILROAD.

HISTORY.

This road was chartered in 1889.

Runs from Winton, N. C., ten miles.

P. D. Camp, President, Winton, N. C.

Digitized by Google

PULLMAN'S PALACE CAR COMPANY.

GENERAL OFFICES, CHICAGO, ILLINOIS.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	George M. Pullman	Chicago, Ill.
Vice-President	Horace Porter	New York.
Second Vice President	T. H. Wickes	Chicago, Ill.
General Manager	George F. Brown	Chicago, Ill.
General Superintendent	C. A. Garcelon	Chicago, Ill.
Auditor	F. C. N. Robertson	Chicago, Ill.
Agent	C. B. Tennant	Richmond, Va.

SOUTHERN EXPRESS COMPANY.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	H. B. Plant	
Vice-President and Gen'l Manager	M. J. O'Brien	
General Auditor	C. L. Loop	Memphis, Tenn.
Superintendent	W. J. Croswell	Wilmington, N. C.
Superintendent	O. M. Sadler	Charlotte, N. C.
Manager at Raleigh	A. P. Bryan	Raleigh, N. C.

Digitized by Google

STEAMBOAT AND CANAL COMPANIES.

Albemarle and Chesapeake Canal Company.

B F. Tibault, Treasurer ..... Norfolk, Va.

Fairfield Canal Company.

W. S. Carter ..... Fairfield, N. C.

Wilmington Steamship Company.

M. K. King, Manager ..... Norfolk, Va.

Old Dominion Steamship Company.

H. A. Bourne, President ..... New York.
John Myers & Sons, Agents ..... Washington, N. C.

Home Transportation Company.

Jas. E. Clark, Treasurer ..... Washington, N. C.

Cape Fear River Transportation Company.

W. S. Cook, Manager ..... Fayetteville, N. C.

Albemarle Company.

J. A. Walters, Treasurer ..... Portsmouth, Va.

Norfolk and Southern Railway Company.

M. K. King, General Manager ..... Norfolk, Va.

Clyde Steamship Company.

Wm. P. Clyde & Company ..... Philadelphia, Pa.

Lake Drummond Canal Company.

Henry Roberts, General Manager ..... Deep Creek, Va.

Black River Steamboat Company.

D. J. Black, President ..... Wilmington, N. C.

Farmers' Transportation Company.

L. H. Cutler ..... New Bern, N. C.

Southport Steamboat Company,

Wilmington, N. C.

Chas. L. Ives ..... New Bern, N. C.

MISCELLANEOUS.

Frank Hitch ..... Hamilton, N. C.
Walter Taft ..... Wilmington, N. C.
J. T. Harper ..... Wilmington, N. C.

Digitized by Google

TELEGRAPH AND TELEPHONE COMPANIES.

POSTAL TELEGRAPH CABLE COMPANY.

OFFICERS.

J. W. Kates, General Superintendent Southern Division ..... Richmond, Va.
Albert R. Chandler, President ..... New York.
P. H. Hughes, Manager at Raleigh, N. C.

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

Norvin Green, President ..... New York.
James Merrihew, General Superintendent Southern Division ..... New York.
J. B. Tree, Superintendent North Carolina Division ..... Richmond, Va.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

John E. Hudson, President ..... New York.
James Merrihew, Vice-President ..... New York.
D. J. Carson, Secretary and General Superintendent ..... New York.

Digitized by Google

SCHEDULE OF ANNUAL RATES FOR TELEPHONE EXCHANGE SERVICE.

No Contract for less than one Year.	Payable Quarterly in Advance.	Payable Semi-annually in Advance.	Payable Annually in Advance.
Stations Within the City Limits:			
Grounded (one wire) Circuit.			
Business—One party, single or "special" circuit (or wire), within one-half mile from Central Office	$ 61 00	$ 62 00	$ 60 00
Two parties on same circuit, each	50 00	48 00	
Three or more parties on same circuit, each	41 00	42 00	40 00
Residence—Parties hav'g telephones at places busin'ss.			
One party, single or special circuit, within one-half mile from Central Office	44 00	42 00	40 00
Two parties on same circuit, each	40 00	38 00	36 00
Three or more parties on same circuit, each	34 00	32 00	30 00
If party has no telephone at place of business, the annual rate is $5 more.			
Extra-Distance Line Charge to be Added to Above Rates:			
Special or single wire, one-fourth mile or less beyond the one-half mile	5 00	5 00	5 00
Two party wire beyond the one-half mile, each	4 00	4 00	4 00
Three-party wire, or more, beyond the ½ mile, each	3 00	3 00	3 00
Each additional quarter mile, or fraction, at same rate.			
Stations beyond the city limits, special rates.			

The stations on two- or three-party wires must be placed all at the same time. In case of discontinuance of one of the parties, the rate for the subscriber or subscribers remaining must be readjusted to conform to schedule at the end of the year, unless another subscriber can be found to take the place on the wire thus made vacant.

For conversations on Toll Lines each five minutes or less, within city limits.... 5 cents.

Beyond city limits, lines under ten miles.....not over 15 cents.

Lines over ten miles, under twenty-five miles.....not over 25 cents.

Lines over twenty-five miles, about 1 cent per mile, to make multiples of 5 cents.

This schedule must not be enforced to its full limit if it would thereby cause a rate in excess of that existing the 6th day of March, 1893, unless the same be agreed to by the parties interested.

Digitized by Google

STANDARD TELEGRAPHIC RATES.

Ten body words or under .....Twenty-five cents.
Over ten body words.....Two cents for each additional word.

JOINT TELEGRAPHIC RATES.

Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed forty cents for such message of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three cents for each additional word.

Digitized by Google

STANDARD FREIGHT AND PASSENGER TARIFFS.

STANDARD PASSENGER TARIFF.

	First Class.	*Second Class.*
Twelve years and older	3¼c. per mile.	2¾c. per mile.
Over 5 and under 12 years of age	One-half first class fare.	

Digitized by Google

STANDARD FREIGHT TARIFF—CLASSES.

Distance	Per 100 Pounds.											Per Bbl	Per 100 Lbs.		Per ton.		Per Car Load.		
Miles	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
	cts	cts	cts	cts	cts	cts	cts	cts	cts	cts	cts	cts	cts	cts	$ cts	$ cts	$ cts	$ cts	$ cts
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50
15	21	16	14	11	9	7½	6½	7	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50
20	24	18	16	13	10	8	7	8	8	7	10	16	12	6	80	1 05	12 00	10 00	8 50
25	27	20	18	14	12	9	8	9	9	8	12	18	14	6½	90	1 15	14 00	11 00	9 50
30	30	24	20	16	13	10	8	10	10	8	13	20	16	7	1 00	1 25	16 00	12 00	10 50
35	33	26	22	18	14	11	9	11	10	9	14	20	18	7½	1 10	1 35	18 00	14 00	11 50
40	33	26	22	18	14	11	9	11	10½	9	14	21	18	8	1 10	1 35	18 00	14 00	12 00
45	33	28	24	20	15	12	10	12	10½	9	15	21	20	8	1 20	1 45	20 00	16 00	12 00
50	**36**	**28**	**24**	**20**	**15**	**12**	**10**	**12**	**11**	**9**	**15**	**22**	**20**	**8**	**1 20**	**1 45**	**20 00**	**16 00**	**12 00**
55	39	30	26	21	16	13	11	13	11	10	16	22	21	8	1 30	1 55	22 00	17 00	13 00
60	39	30	26	21	16	13	11	13	11½	10	16	23	21	9	1 30	1 55	22 00	17 00	13 00
65	42	32	28	21	17	14	12	14	11½	10	17	23	21	9	1 30	1 60	24 00	17 00	13 00
70	42	32	28	21	17	14	12	14	12	10	17	24	21	9	1 30	1 60	24 00	17 00	14 00
75	44	34	30	22	18	15	13	15	12	10	18	24	22	9½	1 40	1 65	26 00	18 00	14 00
80	44	34	30	22	18	15	13	15	13	11	18	26	22	9½	1 40	1 65	26 00	18 00	14 00
85	46	36	31	22	19	15	13	16	13	11	19	26	22	9½	1 40	1 70	28 00	18 00	15 00
90	46	36	31	22	19	15	13	16	13½	11	19	27	22	9½	1 40	1 70	28 00	18 00	15 00
95	48	38	32	24	20	16	14	16	13½	11	20	27	24	10	1 50	1 75	29 00	19 00	15 00
100	**48**	**38**	**32**	**24**	**20**	**16**	**14**	**17**	**14**	**12**	**20**	**28**	**24**	**10**	**1 50**	**1 75**	**29 00**	**19 00**	**16 00**
110	50	40	33	25	20	16	14	17	14	12	20	28	25	10	1 55	1 80	30 00	19 00	16 00
120	52	42	34	25	21	17	15	18	15	13	21	30	25	10½	1 60	1 85	31 00	20 00	17 00
130	54	44	35	26	21	17	15	18	16	13	21	32	26	10½	1 65	1 90	32 00	20 00	18 00
140	56	46	36	26	22	18	16	19	16	14	22	32	26	10½	1 70	1 95	33 00	21 00	18 00
150	**58**	**48**	**37**	**27**	**23**	**18**	**16½**	**19**	**17**	**14**	**23**	**34**	**27**	**11**	**1 75**	**2 00**	**34 00**	**21 00**	**19 00**
160	59	49	39	29	24	19	16½	20	17	15	24	34	29	11	1 80	2 05	34 00	24 00	19 00
170	60	50	41	31	26	20	17	20	18	15	26	36	31	12	1 85	2 10	35 00	25 00	20 00
180	61	51	42	32	28	21	17	21	18	15½	28	36	32	12	1 90	2 10	35 00	26 00	20 00
190	62	52	43	33	29	22	17½	21	19	15½	29	38	33	12	1 90	2 15	37 00	27 00	21 00
200	**63**	**53**	**44**	**34**	**30**	**23**	**17½**	**22**	**19**	**16**	**30**	**38**	**34**	**13**	**1 95**	**2 20**	**38 00**	**28 00**	**21 00**
210	63	53	44	34	30	23	17½	22	20	16	30	40	34	13	1 95	2 20	38 00	28 00	22 00
220	64	54	45	35	31	24	18	23	20	17	31	40	35	13	2 00	2 25	39 00	29 00	22 00
230	64	54	45	35	31	24	18	23	21	17	31	42	35	14	2 00	2 25	39 00	29 00	23 00
240	65	55	45	35	32	25	19	24	21	18	32	42	36	14	2 05	2 30	40 00	30 00	23 00
250	**65**	**55**	**45**	**36**	**32**	**25**	**19**	**24**	**22**	**18**	**32**	**44**	**36**	**14**	**2 05**	**2 30**	**40 00**	**30 00**	**23 00**
260	65	55	46	36	32	25	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00
270	66	56	46	36	33	26	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00

Digitized by Google

COMMISSIONERS' STANDARD CLASSIFICATION.

	Class.	Class if Released.
Agricultural Implements.		
Agricultural Implements, C. L., not less than 20,000 lbs., owners to load and unload. Notes 7 and 8	4	6
AGRICULTURAL IMPLEMENTS, L. C. L., as follows:		
Cleaners, Cotton Seed	1½	1
Condensers and Feeders, Cotton Gin	2	3
Condensers and Feeders, Cotton Gin, in car loads, owners to load and unload, may be taken at minimum weight of 15 000 lbs.		
Cotton Choppers, same as Cultivators		
Cradles, Grain, set up	3 T 1	D 1
Cradles, Grain, K. D., in bundles or boxed	1	2
Crushers, Corn and Cob	3	
Cultivators, set up	3 T 1	D 1
Cultivators, K. D., packed	1	
Cutters, Ensilage, Straw and Hay, S. U	1½	
Cutters, Ensilage, K D	2	
Cutters, Ensilage, Straw and Hay, K. D. and packed	3	
Distributors, Guano, set up	1½	1
Distributors, Guano, K. D	2	
Drills, Grain, S. U	1½	1
Drills, Grain, K. D., packed	2	
Dusters, Bran, set up	3 T 1	D 1
Dusters, Bran, K. D., packed	2	
Elevators, Hay	1	
Evaporators, Fruit	1½	1
Evaporators, Sugar	D 1	1½
Fans, Wheat	3 T 1	D 1
Feeders and Condensers, Cotton Gins; see Condensers.		
Forks, Hay and Manure, in bdls	3	
Furnaces, Evaporator	1	
Gins, Cotton	2	3
Gins, Cotton, in car loads, owners to load and unload, may be taken at minimum weight of 15,000 pounds.		
Harrows and Harrow Frames	3	4
Harrow teeth, packed N. O. S.	6	
Harrow teeth, in kegs or bbls; see Special Iron Rates.		
Hoes, in bundles	3	
Hoes, without handles, in bbls. or casks	4	
Horse Powers, Railroad or Endless Chain	1½	
Horse Powers, K. D.	2	
Hullers, Cotton Seed and Clover	1½	1
Incubators, K. D., packed	D 1	
Knives, Hay, packed	2	
Machines, Hemp	1	
Machines, Smut	3	
Machines, N. O. S; see Machines in general Classification.		
Manure Spreaders, S. U	1½	1
Manure Spreaders, K. D	2	3
Mills, Burr-stone, Portable	3	
Mills, Cane, Corn, Hominy and Sorghum	3	4
Mills, Cane, cast-iron minimum weight 350 lbs. each	5	
Mills, Fan	3 T 1	D 1
Mills, with Trains, Sugar	3 T 1	D 1
For other kinds of Mills, see under Machinery and Mills in general Classification.		
Mowing and Reaping Machines, Harvesters and Binders, whether combined or separate, S. U	1½	1
Mowing and Reaping Machines, Harvesters and Binders, whether combined or separate, K. D. and partly boxed	3	
Mowers, Lawn	1	
Planters, Corn and Cotton, set up	1½	1
Planters, Corn and Cotton, knocked down, in bundles or boxes	2	
Plow handles, and other wood, in shape for implements, boxed, crated or bundled	4	
Plow Irons, Mold Boards, Plow Plates, Points, Wings, Castings and Steel; see Iron in general Classification.		
Plows, Gang and Sulky	3 T 1	D 1
Plows, Gang and Sulky, K. D	4	
Plows, set up, N. O. S	1	2
Plows, N. O. S., knocked down	4	
Potato Diggers; same as Plows, N. O. S.		
Presses, Hay and Cotton, S. U	D 1	
Presses, Cotton and Hay, K D	4	
Presses, Cider; see Presses in general Classification.		
Purifiers, Middlings	3 T 1	D 1
Rakes, Hand, in bundles	3	
Rakes, Horse, S. U	3 T 1	D 1
Rakes, Horse, K. D	1	
Rollers, Field and Road	3	
Scrapers, Road and Pond	3	
Scythes, in bundles	1	
Scythes, in boxes	2	
Scythe Snaths	1	
Separators; see Threshers under Agricultural Implements.		
Shellers, Corn, packed	2	
Shovels and Spades, in bdls	3	
Sulky Plows; see Plows under Agricult'l Implem'nts.		
Straw Stackers	1	
Threshers and Separators	1	
Wheelbarrows, Iron	3	
Wheelbarrows, Railroad, common, carrier's convenience	1½	
Wheelbarrows, Wood, set up	D 1	
Wheelbarrows, Wood, K. D., packed or bundled	3	
Wheelbarrows, Railroad, common or wood, K. D. C. L., minimum weight 12,000 lbs	4	5
A		
ACCOUTREMENTS, MILITARY	1	
Acids, Carbolic	3	
Acids, Dry	3	
Acids, Muriatic and Sulphuric, in carboys, boxed, L. C. L., shipper's option	D 1	2
Acids, Muriatic and Sulphuric, in carboys, boxed, C. L., shipper's option	2	4
Acid, Sulphuric in iron casks	3	6
Acid, Sulphuric, in tank cars	6	

Digitized by Google

	Class.	Class if Released.
Acid, N. O. S.	D 1	
Æreated Waters, such as Moxie; see Waters in general Classification.		
Agate and Granite Ware, boxed	2	
Agate and Granite Stamped Ware, boxed	3	
Alchol, in cans, boxed	1½	1
Alcohol, except in cans, boxed, same as Whiskey; see under Liquors		
Ale and Beer.		
Ale and Beer, in wood, estimated weights, bbl, 350 lbs., half bbl. 180 lbs., quarter bbl. 100 lbs., eighth bbl. 50 lbs., L. C. L.	2	4
Ale and Beer in wood (estimated weights as above), C. L. 20,000 lbs., all excess in same car to be charged for proportionately	4	E
No freight charges to be made for ice in same car with ale and beer, in car-loads, necessary to preserve it in transit; 4,000 lbs. to be the maximum weight of ice and packing carried free in any car of ale or beer; but this allowance shall not be construed as permitting any ale or beer to be carried free if less than 4,000 lbs. of ice and packing be loaded in the car.		
Ale and Beer bbls., Half bbls or Kegs, empty; see bbls.		
Ale, Beer and Porter, in glass, packed, securely wired and sealed or locked, L. C. L.	2	4
Ale, Beer and Porter, in glass, packed, securely wired and sealed or locked, C. L., 20,000 lbs., all excess in same car to be charged for proportionately	4	E
Ale, Beer and Porter, in wood and in glass, packed, mixed, C. L. 20,000 lbs., all excess in same car to be charged for proportionately	4	E
Ale, Beer and Porter Boxes; see Boxes.		
Ale, Ginger, in glass, packed, securely wired and sealed or locked, L. C. L.	2	4
Ale, Ginger, in glass, packed, securely wired and sealed or locked, C. L. 20,000 lbs., all excess in same car to be charged for proportionately	4	E
Almanacs and Trade Circulars, prepaid	2	
Alum, in barrels or casks	6	
Alum, Ground, in bbls or casks	6	
Alum, N. O. S.	4	
Ammonia, Anhydrous, in iron tubes, boxed, or in iron drums not boxed, L. C. L.	D 1	1
Ammonia, Anhydrous, in iron tubes, boxed, or in iron drums not boxed, C. L.	1	3
Ammonia, Aqua, in glass, p'k'd	3	4
Ammonia, Aqua, in iron casks	6	
Ammonia, Sulphate, L. C. L.	6	
Ammonia, Sulphate, C. L., same as Fertilizers.		
Ammonia, Water Casks; see Casks.		
Ammunition, N. O. S.	1	
Anchors	5	
Antimony, Crude	3	
Antimony, Metal	4	
Anvils	5	
Apples; see Fruit.		
Argols, in boxes, barrels or casks	4	
Arsenic, Crude, in kegs, boxes or barrels	3	
Artist, Stretchers; same as Picture Frames.		
Asbestos, in bbls, or casks	5	
Asbestos, Packing; see P'k'ng		
Ashes and Meal, Cotton-seed; see Meal.		
Ashes, Cotton seed, same as Cotton-seed Hulls and Cotton-seed Meal.		
Ashes, Wood; same as Fertilizers.		
Asphaltum, packed, L. C. L.	6	
Asphaltum, packed, C. L.	A	
Axes	4	
Axles and Wheels, Car; Axles, Carriage and Wagon; see Iron.		
B		
Babbitt Metal, L. C. L.	4	
Babbitt Metal, C. L.	5	
Bacon; see Meats.		
Baggage, Army	1	
Baggage, Personal Effects; see Trunks.		
Bagging, in rolls, N. O. S.	A	
Bagging, Cotton, in rolls, to be used in baling Cotton	A	
Bagging, Foreign, in bales weighing 1,800 lbs. or over, to be used for baling Cotton; same as "Bagging in rolls, N. O. S."		
Bagging, Old, in bales; same as Rags.		
Bagging, Oil Press	1	1
Bagging in bales, N. O. S.	6	2
Bags, Burlap	6	
Bags, Cotton	6	
Bags, Gunny	6	
Bags, Paper	1	
Bags, Traveling		
Baking Powders; see Powders, Baking.		
Balconies, Portable	1	3
Balls, Base	1	
Barilla	4	
Bark, Extract, for tanning, in glass, packed	2	
Bark, Extract, for tanning, in wood, L. C. L.	5	
Bark, Extract, for tanning, in wood, C. L.	6	
Bark, Ground, in bags or bbls., N. O. S.	5	
Bark, Ground, in bags	A	
Bark, Tan, in sacks	5	
Barley	D	
Barley, Pearl	3	
Barrel and Box Material	A	
Barrels, Half-barrels and Kegs, empty, except Ale and Beer, L. C. L.	2	
Barrels, Half-barrels and Kegs, empty, except Ale and Beer, C. L., charged at not less than 10,000 lbs	6	
Barrels, empty, Turpentine, Oil and Whiskey, L. C. L.	3	5

Digitized by Google

	Class.	Class if Released.
Barrels, Half-barrels, Kegs and Eighth-barrels, empty, Ale and Beer. Estimated weights, bbl. 100 lbs., ½-bbl. 50 lbs., keg 30 lbs., ⅛-bbl. 20 lbs	E	
Barrels, Paper, in nests, packed	2	
Barrels, Paper, not nested	4 T 1	
Barytes, L. C. L	6	
Baskets, Fruit and Berry, C. L., minimum weight 15,000 lbs	A	
Baskets, Fruit and Berry, L. C. L., nested and packed solid, either in cases or securely fastened	2	
Baskets, in nests, N. O. S	D 1	
Baskets, N. O. S, packed	D 1	
Baskets, N. O. S., not packed	3 T 1	
Baskets, Cotton, Fold'g (wooden rim with burlap body), K. D., packed or in bdls., L. C. L	5	
Baskets, Cotton, Fold'g (wooden rim with burlap body), L. C. L., set up, not nested	D 1	
Baskets, Cotton, Fold'g (wooden rim with burlap body), set up, nested, L. C. L	1	
Baskets, Cotton, Fold'g (wooden rim with burlap body), C. L., not less than 24,000 lbs. to be charged for	6	
Baskets, Flat Tobacco, without handles, in nests		1
Bath Tubs; see Tubs.		
Bats, Base Ball, L. C. L	3	
Bats, Base Ball, C. L	5	
Batting, Cotton, pressed in bales	4	
Batting, Cotton, N. O. S	2	
Beans, in boxes	2	
Beans, in bbls. and sacks	5	
Beans, Tonqua, in boxes or bbls	1	
Beef and Pork, canned, in boxes	4	B
Beef and Pork, salted, in bbls., actual weight	B	
Beef and Pork, salted, in quarter and half barrels, actual weight	B	
Beef, Fresh; see Meats.		
Beef, Smoked, in boxes or bbls.	4	
Beer; same as Ale.		
Bees in Hive	D 1	1
Bee Smokers, boxed	1	
Beeswax	3	
Beets, in barrels, L. C. L	3	6
Beets, in barrels, crates, boxes or in bulk, in car-load quantities, released, except between points where special rates are provided		6
Mixed car-loads of Apples Pears, Onions, Potatoes, Cabbages, Turnips and Beets may be taken at the same rate as straight car loads of either articles.		
Bellows	1	
Bells, Bell Metal or Brass	1	
Bells, Cast Iron, L. C. L	2	3
Bells, Cast Iron, C. L		5
Bells, Sheet Iron, packed	3	
Belting, Leather	2	
Belting, Rubber	3	
Berries; see Fruit.		
Billiard Tables and Billiard Table Beds; see under Furniture.		
Binders; see under Agricultural Implements.		
Binders' Boards; see Paper.		
Bitters, same as Liquors, N. O. S.		
Blacking, Shoe and Stove, except in glass, packed	4	
Blacking, Shoe and Stove, in glass, packed	3	
Black Lead; see Lead, Black.		
Blankets	1	
Blinds, Doors and Frames, L. C. L	4	
Blinds, Doors and Frames, C. L	6	
Blocks, Butchers' (wood)	5	
Blocks, Pulley	4	
Blocks, Shuttle, rough	3	
Blueing, Dry, packed	1	
Blueing, Liquid, in glass, p'ked	1	2
Bluestone, N. O. S	5	
Bluestone, in bbls. or casks	6	
Boats, Common Wooden		D 1
Boats, Common Wooden, C. L., when flat-car is required		5
Boats, Row, when loaded in box cars	4 T 1	
Boats, Row, when flat cars are required, minimum weight 10,000 pounds		2
Boats, Row, when two flat-cars are required, minimum weig't 10,000 pounds to each car		2
Boats, Row, minimum weight 20,000 pounds to the car		3
Boats, Racing		4 T 1
Bobbins or Spools, complete, packed	5	
Bobbins, Spools and Shuttles, packed, L. C. L	2	
Bobbins, Spools and Shuttles, C. L.; same as Machinery.		
Bobbin or Spool-heads, in sacks, or packed in boxes 2 feet by 2 feet by 4 feet	A	
Boiler Flues; see Flues.		
Boilers, Bath and Range	1	
Boilers, Engine, or parts thereof, C. L., minimum weight 20,000 pounds	4	6
Boilers, Steam, 30 feet and over, L. C. L	1	
Boilers, Steam, under 30 feet, L. C. L.; see Note 2	3	
Bolts; see Iron.		
Bon Bons, Soda; same as Confectionery.		
Boneblack	3	
Bone and Bone Dust, L. C. L., in bags not taken. L. C. L., packed in barrels or casks, 20 per cent. higher than car-load rates.		
Bones and Bone Dust, C. L.; same as Fertilizers.		
Bones, Rags, Scrap Iron, C. L., mixed, not less than 20,000 lbs. charged for	A	
Bonnets; same as Dry Goods		
Books	1	
Boots and Shoes, L. C. L	1	
Boots and Shoes, C. L., weight, 20,000 pounds minimum	2	
Borax, packed	4	
Bottle Covers; see Covers.		
Bottles; see Glass.		
Box and Barrel Material	A	
Box material, prepared, Cigar, L. C. L	3	
Box Material, prepared, Cigar, C. L	5	

Digitized by Google

	Class.	Class if Released.
Boxes.		
Boxes, Ale, Beer, Porter and Soda Water, returned with empty bottles	4	E
Boxes, Egg Cases, Patent, L.C.L.	2	
Boxes, Fruit, L. C. L.	1	
Boxes, Empty, N. O. S., C. L., minimum weight, 15,000 lbs.	A	
Boxes, Empty, Refrigerator, returning over same line as originally forwarded, L.C.L.	4	
Boxes, Empty, Refrigerator, same, C. L.	5	
Boxes, Cigar, empty, packed, L. C. L.	D 1	
Boxes and Cases, Cracker, empty, L. C. L.	2	
Boxes and Cases, Cracker, empty returned, prepaid, L. C. L.	4	
Boxes, Empty, including Egg crates, L. C. L.	1	
Boxes, Empty, N. O. S., L. C. L.	1	
Boxes, Match, Wooden	2	
Boxes, Paper, in nests, packed	1	
Boxes, Paper, in nests, packed in bbls. weighing not less than 100 pounds	2	
Boxes, Paper, not nested	3 T 1	
Boxes, Paper, folding, K.D., pkd	2	
Boxes, Post-office, Letter	2	
Boxes, Tobacco, empty	1	
Boxes, Vehicle, Iron; see Vehicles.		
Brackets, Insulator; see Telegraph.		
Bran, Shorts, Mill, and Ship Stuff	D	
Brandy; see liquors.		
Brass, Bearings, in boxes, barrels, or casks	2	
Brass, Scrap, loose	2	
Brass, Scrap, packed	5	
Brass Vessels, in boxes, barrels, or casks	2	
Brass, N. O. S., in boxes, barrels, or casks	2	
Bread	3	
Brick, Fire, C. L; see Special Rates.		
Brick, Common, L. C. L., 20 per cent. higher than C. L. Rate.		
Brick, Bath	5	
Brick, common, C. L., between competitive points, same as Common Lumber; between points where there are no lumber rates, Class P.		
Brick, Enameled, in barrels or boxes, L. C. L.	4	
Brick, Fire, C. L., 20,000 lbs.	O	
Brick, Enameled, in bbls, boxes, or in bulk, C. L.	A	
Brimstone, in boxes, L. C. L.	1	
Brimstone, in barrels, L. C. L.	5	
Brimstone, C. L; same as Fertilizers.		
Bristles	1	
Britannia Ware	1	
Broomcorn, compressed	3	
Broomcorn, C. L., 20,000 lbs., all excess in same car to be charged for proportionately	6	
Broomcorn and Broom Handles, mixed, C. L., 20,000 peunds, all excess in same car to be charged for proportionately	6	
Brooms, L. C. L.	1	
Brooms, C. L, minimum weight 20,000 pounds	2	
Brushes	1	
Buckets, Coal	1	
Buckets, Elevator, pressed steel or iron, in pkgs, O. R. wet and rust, L. C. L.		4
Buckets, Elevator, pressed steel or iron, in pkgs., O. R. wet and rust, C. L.		5
Buckets, Elevator, N. O. S., in pkgs., O.R. wet and rust, L.C.L.		1
Buckets, Elevator, N. O. S., in pkgs., O. R. wet and rust, C. L.		5
Buckets, Well	3	
Buckets, N. O S.; same as Woodenware.		
Buckwheat Flour; see Flour, Buckwheat.		
Buffalo Robes; see Robes, Buffalo.		
Building Material, wood, mixed Car Loads		O
Bungs	3	
Burial Cases; see Coffins.		
Burlaps	A	
Burr Blocks; same as Millstones.		
Butter, Apple and other Fruits, in wood	4	
Butter, in cans	1	2
Butter, in cans, boxed or crated	1	3
Butter, in kegs, firkins, buckets, pails and tubs	1	3
Butterine and Oleomargarine; same as Butter.		
C		
CABBAGES, packed, L. C. L.	3	6
Cabbages, in barrels, crates, boxes in bulk, in car-load quantities, released, except between points where special rates are provided		6
Mixed car-loads of Apples, Pears, Onions, Potatoes, Cabbages, Turnips and Beets may be taken at the same rate as straight car-loads of either articles.		
Cabinetware; see Furniture		
Cages, Bird, boxed	3 T 1	
Cages, Bird, K. D., nested and packed	D 1	
Cake, Nitre, L. C. L.	5	
Cake, Nitre, C. L.; same as Fertilizers.		
Cake, Oil	D	
Cake, Salt, L. C. L.	5	
Cake, Salt, C. L.; same as Fertilizers.		
Calcicake	5	
Calicoes and Prints; see Dry Goods.		
Camphine	1½	1
Camphor	1	
Candles, boxed	4	
Candy; see Confectionery.		
Canned Beef and Pork; see Beef and Pork, Canned.		
Canned Goods, N. O. S., L. C. L	4	
Canned Goods, N. O. S., C. L.	5	
Cannon	1	
Cans, empty, racked or boxed or in jackets	1	2
Cans, empty, Fruit, entirely boxed or crated, L. C. L.		3

Digitized by Google

	Class.	Class if Released.
Cans, empty, Fruit, entirely boxed or crated, C. L., minimum weight 20,000 pounds		4
Cans, Tin, empty, to be used for paint, entirely boxed or crated, minimum weight 20,000	4	
Cant Hooks	2	
Caps and Hats; same as Dry Goods, N. O. S.		
Caps, Percussion	1	
Capstans	3	
Carbonic Acid Gas and Liquid Carbonate, in iron tubes, O. R. L., L. C. L.		1
Carbonic Acid Gas and Liquid Carbonate, in iron tubes, O. R. L., C. L.		3
Carbons, Electric Light, packed, L. C. L.	2	
Carbons, Elec. Light, pkd, C. L. Carboys; see Glass	3	
Cards, Cotton and Woolen, Hand, packed	1	
Cards, playing	1	
Cards, Cotton and Woolen; see Machinery.		
Cards, Show; see Signs.		
Carpeting, well covered	1	
Carpet Lining	2	
Cars, Logging or Mining, set up, L. C. L		4
Cars, Logging or Mining, K. D. or set up, C. L., 21,000 pounds charged for		6
Cars, Logging or Mining, smaller parts, boxed		5
Cars, empty, Refrigerator, returning, when owner *declines* to allow railroad privilege of loading with return freight, 5 cents per mile will be charged; otherwise cars may be returned free. (It is understood that the right is held to load these cars with return freight, except where notice to the contrary has been given.)		
Cartridges, Metallic	1	
Cases and Crates, Egg; see Boxes.		
Cases, Show; see Show Cases		
Casks, Iron, for Ammonia Water, Naphtha, etc., returned empty		6
Cassia; same as Pepper.		
Castings, Bronze, N. O. S., O. R. B.		2
Castings, Iron; see Iron.		
Castings, Plaster; see Plaster.		
Castor Pomace, C. L.; same as Fertilizers.		
Catsup, in glass, boxed	1	
Catsup, in wood	4	
Caustic Soda; see Soda.		
Ceiling, Iron or Steel	2	
Ceiling, Iron or Steel, in boxes, bundles or rolls, O. R. wet and rust, L. C. L.	5	
Ceiling, Iron or Steel, in boxes, bundles or rolls, O. R. wet and rust, C. L.	6	
Cement, Asbestos	2	
Cement, in barrels, L. C. L.	6	
Cement, in barrels, estimated weight, Portland, 400 lbs., N. O. S., 330 pounds; same as Fertilizers.		
Cement in bbls. (special rate)		
Cement, Glue, packed	2	
Cerealine, in sacks or in bulk, for brewing purposes, shipped direct to breweries, C. L.	D	
Cerealine, L. C. L.; see Food Preparations.		
Chain, Cotton, Woolen and Hempen; see Dry Goods.		
Chains, Iron, loose	3	
Chains, Iron, cable	5	
Chains, Iron, in casks, barrels, boxes or kegs	5	
Chains, Iron, in casks or barrels, value limited to two cents per pound, and so specified on Bill of Lading; Social Iron Rate.		
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule, and require acceptance by the shipper.		
Chalk	5	
Chalk, Crayons	4	
Chalk, Prepared	1	
Charcoal, in sacks	3	
Charcoal, in barrels or casks, L. C. L.	5	
Charcoal, in barrels or casks, C. L., not less than 24,000 lbs. to be charged for	A	
Cheese	4	
Cheese Safes or Covers; see under Furniture.		
Chestnuts; see Nuts.		
Chests, Commissary	1	
Chests, Ice; see under Furniture.		
Chicory	4	
Chimogene; same as Oil, Coal.		
Chinaware, Common	1	
Chinaware, Fine	D	1
Chloride of Lime; see Lime.		
Chocolate	1	
Chromos; same as Paintings.		
Chufas; see Nuts.		
Churns; same as Woodenware.		
Cider, in glass, packed	2	
Cider, in glass, packed, O. R., leakage, breakage or spoiling		3
Cider, in wood	2	
Cider, in wood, O. R. leakage, breakage or spoiling		5
Cider, prepaid, released		6
Cigar Lighters	1	
Cigars, boxed and strapped, or corded and sealed	1	
Cigars, not packed as above, not taken.		
Citron	2	
Clay, in boxes, barrels, or casks, L. C. L.	6	
Clay, C. L.; same as Fire Brick.		
Clay, Burnishing, packed	5	
Clay, Fire, L. C. L.	6	
Clay, Fire, C. L., 20,000 pounds, minimum	P	
Clay, German	5	
Clay, Fire, etc., packed, L. C. L.	K	
Clay Pots (empty glass receptа-		

Digitized by Google

	Class.	Class if Released.
cles), car-loads, 300,000 pounds, minimum	A	
Cleaners; see under Agricultural Implements.		
Clocks, boxed	1	
Clock Weights, packed	2	
Clothes Lines; see Rope.		
Clothes Pins; see Pins.		
Clothing; same as Dry Goods, N. O. S.		
Clothing, Card, packed	1	
Clothing, rubber	1	
Coal and Coke, in bags, barrels, boxes, or casks, L. C. L.	K	
Coal Tar, in barrels, L. C. L.	A	
Coal Tar, C. L	K	
Coal, C. L.	L	
Cocoa	1	
Cocoanuts; see Nuts.		
Codfish; see Fish.		
Coffee, Essence or Extract	2	
Coffee, Green, single sacks	4	
Coffee, Green, double sacks	6	
Coffee, Ground or Roasted, in sacks	3	
Coffee, Ground, in boxes or bbls.	4	
Coffee, Roasted, in boxes or bbls.	5	
Coffins, in nests	2	
Coffins, Metallic	2	
Coffins, N. O. S.	1½	
Coke, 20 per cent. higher than Coal.		
Collars, Horse; see Saddlery.		
Collars, Paper, packed	1	
Cologne	1	
Compounds, Washing	4	4
Compounds, Boiler	3	
Condensers; see under Agricultural Implements.		
Confectionery, Candy, value limited to 6c. per pound, and so specified on B. L.	4	5
Confectionery, Candy, value limited to 20c. per pound, and so specified on B. L.	3	4
In all cases where limitation of value is expressed in the classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule, and require acceptance by the shipper.		
Confectionery, N. O. S.	1	
Contract'rs' Supplies (Railroad), such as Carts, Wheelbarrows, Tackle, Tools, etc., in mxd, C. L.		N
Coolers and Filters, Water, bxd.	1	
Copal; see Gum.		
Copperas, in barrels or casks	6	
Copperas, N. O. S.	4	
Copper and Brass, in boxes, bbls. or casks	2	
Copper and Brass, Scrap, packed	5	
Copper and Brass, Scrap, loose	2	
Copper and Brass Vessels, in boxes, barrels or casks	2	
Copper Bottoms, Copper Plates, Sheets, Bolts, Wire and Rods	2	
Copper Ingots, Pigs and Mattes	4	
Copper Stills, worm crated	1	3
Copying Presses; see Presses.		
Cordage	3	
Cork	1	
Corn	D	
Corn Flour; same as Starch.		
Corn (Seed), in boxes; see Seed.		
Corsets	1	
Corundum; see Emery.		
Cotton, Burnt:		
Shipments of Burnt Cotton are accepted at original weight, and on Cotton rates applied, 500 lbs to be made the average weight when original weights cannot be obtained.		
Cotton, in bales; see Special Rates.		
Cotton Duck; see under Dry Goods.		
Cott'n Goods; see Dry Goods		
Cotton Jeans:		
Agents, when making bills of lading or way bills for shipment of Jeans, must always specify whether Woolen or Cotton Jeans.		
Cotton Linters and Re-Gins, with privilege of compressing, when limited in value to 2c per lb., and said value expressed in Bills of Lading and accepted by shippers in writing	6	
Cotton Linters or Re-Gins, N. O. S.; same as Cotton.		
Cotton Seed Hulls; same as Cotton.		
Cotton Seed Meal and Ashes; see Meal.		
Cotton Seed Oil Cake; see Cake.		
Cotton Shirts, Drawers and Overalls, unlaundried	5	
Cotton or Wool Softener, in bbls	B	
Cotton or Wool Softener, N. O. S.	5	
Cotton Ties; see Ties.		
Cotton Tie Buckles, in boxes	2	
Cotton Tie Buckles, in kegs, bbls or casks	A	
Cotton Waste; see Waste.		
Covers and Safes; see Cheese Covers.		
Covers, Bottle, paper, straw or wooden, packed or pressed in bales, L. C. L.	4	
Covers, Bottle, wooden, packed or pressed in bales, C. L.	6	
Covers, Wooden	1	
Crackers	5	
Cracklings	4	
Cradles, Grain; see under Agricultural Implements		
Cranberries; see Fruit.		
Crates and Cases, Egg; see Boxes.		
Crayons, Chalk	4	
Creameries, wrapped or packed	2	3
Cream Tartar, in boxes or kegs	2	
Cream Tartar, in bbls. or hhds.	3	
Crockery; same as Earthenware.		
Croquet Sets, in boxes	2	
Cross-arms; see Telegraph.		
Crowbars; see Iron.		
Crucibles	1	
Crushers; see under Agricultural Implements.		
Crystals, Washing	4	
Cultivators; see under Agricultural Implements.		
Currants; see Fruit.		
Cutch, N. O. S.	4	
Cutch, Extract, in bbls. or casks	4	5

Digitized by Google

	Class.	Class if Released.
Cutlery	1	
Cutters; see under Agricultural Implements.		
D		
DATES; see Fruit.		
Deer, boxed	3 T 1	
Deer tongue ("herb"); same as Roots and Herbs.		
Deer tongue, in bbls. or boxes	1	
Deer tongue, in bales	3	
Deer tongue, value limited to not over 6 cents per lb., L. C. L.	5	
Deer tongue, value limited to not over 6 cents per lb., C. L.	6	
Demijohns. see Glass.		
Denims; see Dry Goods.		
Dental Goods, released, L. C. L.		1
Dental Goods, released, C. L.		3
Detergent	4	
Disinfectants, in glass, packed	1	
Disinfectants, N. O. S., in bbls.	4	
Distributors; see under Agricultural Implements.		
Dog Irons, N. O. S., packed	2	
Dog Irons, cast, value not to exceed 2c. per lb.; same as Castings.		
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Ladi'g. and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule, and require acceptance by the shipper.		
Dog Powers, N. O. S	1	
Doors, Iron; see Iron.		
Doors and Fram's; see Blinds.		
Dried Fruit, C. L., 24,000 lbs		6
Drills, Grain; see under Agricultural Implements.		
Drugs and Medicines, N. O. S.	1	
Drums	3 T 1	
Dry Goods, viz.:		
Any of the following named articles, made wholly of Cotton, when specific name of article and name of shipper are plainly marked on outside of packages, and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient), viz.: Calicoes; Canton Flannels, plain or dyed; Canvas; Corset Jeans; Cotton Plaids; Cotton Warp; Cotton Rope; Cotton Twine; Cotton Yarn; Crash, Linen or Cotton; Domestic Checks, Stripes and Cheviots; Cott'n Duck; Denims Drills; Domestic Ginghams; Glazed Cambrics; Osnaburgs; Sheetings, Bleached and Brown; Tickings; Window Hollands; Cottonades; Cotton Jeans; Cotton Shirting, in bales, O.R. chafing, or in boxes	5	
All Dry Goods, except the articles above specifically named, will be classed as Dry Goods, N. O. S. The articles named will also be classified as Dry Goods, N. O. S., unless the above conditions are complied with.		
Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein.		
Knitting Factory products, made wholly of cotton, when specific name of articles and name of shipper are plainly mark'd on outside of packages and stated in shipping receipt or bill of lading (making or describing packages as Knitting Factory Products will not be sufficient), when shipped from or to factories in Association territory	5	
Dry Goods, in trunks, not corded or wrapped	D 1	
Dry Goods, in trunks, corded or wrapped	1	
Dry Goods, N. O. S., in bales, O. R. chafing	1	
Dry Goods, N. O. S., in boxes or cases	1	
Duck, Cott'n; see Dry Goods.		
Dusters, Feather, in boxes	1½	
Dusters; see under Agricultural Implements.		
Dye Stuff, liquid, N.O.S., in bbls	4	5
Dye Stuff, dry, in boxes	1	
Dye Stuff, N. O. S., dry in bbls.	2	
Dye Woods, in boxes or bbls.	2	
Dye Woods, in stick	4	
Dye Woods, chips, in bags	3	
E		
EARTHERN Drain Tile, or Sewer Pipe, C.L., 20,000 lbs. minimum		P
Earthern Drain Tile, or Sewer Pipe, L. C. L.		K
Earthenware, Jugware or Stoneware, loose, L. C. L.	1	2
Earthenware, Jugware or Stoneware, loose, C. L., 24,000 lbs.	4	5
Earthenware, Jugware or Stoneware, in boxes or barrels	1	2
Earthenware, Jugware or Stoneware, in tierces or casks	3	4
Earthenware, Jugware or Stoneware, in crates or hogsheads	4	5
Egg Cases and Crates; see Boxes.		
Eggs, packed	1	2
Electrical Instruments and Fixtures, N. O. S., boxed	1	
Electric Light Carbons; see Carbons.		
Elevators; see under Agricultural Implements.		
Elevat'r Buck'ts; see Buck'ts		
Embalming Fluid, in glass or jugs, packed		1
Embalming Fluid, in barrels or kegs		4
Emery, value 4 cents per lb.	3	
Emery, N. O. S.	2	
Engines, or parts thereof, C. L., minimum weight 20,000 lbs.	4	6
Engines, Caloric, Fire Portable or Station'ry, L.C.L. See N'te 2	2	3

Digitized by Google

	Class.	Class if Released.
Equipage, Military, Camp, Garrison and Horse	1	
Essences; see Extracts.		
Evaporators; see under Agricultural Implements.		
Excelsior, pressed, in bales, L. C. L	4	
Excelsior, pressed, in bales, C. L., minimum weight 20,000 lbs	6	
Exhibitors; see Wire Work.		
Explosives; see Powder.		
Extinguishers, Fire, Hand, Glass or Grenade, packed	1½	1
Extinguishers, Fire, on wheels	D 1	1½
Extracts and Essences, N. O. S	1	
Extracts; see Bark, Coffee, Indigo, Logwood and Malt.		

F

Facings, Coal and Iron, in bbls., L. C. L	6	
Facings, Coal and Iron, in bbls., C. L	A	
Fans, in boxes	D 1	
Fans, Palm Leaf, pressed	1	
Fans, Wheat; see under Agricultural Implements.		
Farina	2	
Faucets, boxed	2	
Feather Renovators; same as Mills, Fan; see under Agricultural Implements.		
Feathers	D 1	
Feeders; see under Agricultural Implements.		
Felloes; see Vehicles.		
Felt, Roofing; see Roofing.		
Felting and Felt Pipe Covering, in rolls or bundles	3	
Fence, Fire and Wood (combination)	5	
Fencing and Lathing, Expanded, Iron	5	
Fencing; see Iron.		
Fertilizers, L. C. L., 20 per c'nt. higher than C.L. rates.		
Fertilizers, including Cotton Seed Meal and Cotton Oil Cake by car load), to be classed "specials," less than car loads (20) twenty per cent. advance.		
Fibre, Cotton Seed Hull, press'd, in bales	6	
Fibre, Palmetto and Pine, pressed, in bales	6	
Fibreware, Indurated; same as Woodenware.		
Figs; see Fruit.		
Figures; see Images.		
Files or Rasps, iron or steel, boxed	2	
Filing Cabinets, boxed or crated	1	
Filing Cases or Document Box's, boxed or crated	D 1	
Filing Cabinets, Cases or Document Boxes, not boxed or crated, not taken.		
Filters; see Coolers.		
Filters, Mechanical, Iron, O. R. B., L. C. L	3	
Filters, Mechanical, Iron, O. R. B., C. L	6	
Findings, Shoe	1	
Firearms	1	
Fire Brick, C. L	O	
Firecrackers and Fireworks packed (so marked, shipper's option)	1	
Fire Extinguishers; see Extinguishers.		
Firewood, (see Circular 14).		
Fish, in cans, boxed, L. C. L	4	
Fish, in cans, boxed, C. L	5	
Fish, Dry Salted, packed	5	
Fish, Dry Salted, in bdls	1	
Fish, Fresh, prepaid		1
Fish, Fresh, at owner's risk, in refrigerator cars, C. L., not less than 20,000 lbs. to be charged for, 5 cts. per 100 lbs. higher than Class B.		
Fish, pickled or salted, in bbls., half-bbls., kegs or kits	3	6
Fish, Smoked, in boxes	2	
Fittings, Iron, Pipe, in boxes	2	
Fittings, Iron, Pipe, in bdls., wired, L. C. L	3	
Fittings, Iron, Pipe, wired, in bundles, C. L.; Special Iron Rates.		
Fittings, Iron, Pipe, in kegs, casks or bbls.; Special Iron Rates.		
Fixtures, Gas, packed	2	
Fixtures, Grate, packed	2	3
Fixtures, Grate, loose	1½	1
Fixtures, Tobacco; see Machinery.		
Flasks, Moulder's, Iron; same as Iron Castings.		
Flasks, Moulders', Wood, L. C. L.	4	
Flasks, Moulders', Wood, C. L.	6	
Flax, pressed, in bales	3	
Flax, Seed; see Seed.		
Flour, in barrels, est. weight 200 lbs	F	
Flour, in sacks, owner's risk, of wet and waste, est'd weights as follows:		
Flour, in ¼ barrel sacks, 98 lbs	C	
Flour, in ⅛ barrel sacks, 49 lbs	C	
Flour, in ⅛ barrel sacks, 24½ lbs	C	
When actual weight is clearly shown to be less than estimated weights named above, only actual weight is to be charged for; shipments of Flour in any except usual size sacks as named above, must in all cases be charged for at actual weight.		
Bills of Lading and Waybills must show number of sacks of each weight contained in shipments.		
Flour, Buckwheat	6	
Flour, Corn; same as Corn Starch.		
Flour, Potato, in bbls., actual weight, L. C. L	5	
Flour, Potato, in bbls, actual weight, C. L	6	
Flour, Potato, in sacks, entirely at owner's risk of all damages, except that occasioned by cars being wrecked, L. C. L		5
Same, C. L		6
Flour, Self-Raising, in packages	C	
Flues, Copper and Brass, boxed	2	
Flues, Iron	4	
Flues, Tobacco, Sheet Iron	1	
Fluor Spar, L. C. L	6	
Fodder; see Hay.		
Fodder, pressed, in bales, L. C. L.,		6
Foil, Tin, in boxes	2	
Food, Animal, prepared, in glass, boxed, any quantity, O. R. B		2

Digitized by Google

	Class.	Class if Released.
Food, Animal, in boxes, bbls. or sacks, L. C. L	4	
Food, Animal, in boxes, bbls. or sacks, C. L	6	
Food Preparations, Cereal, N. O. S., in packages, boxed, L. C. L	4	
Food Preparations, Cereal, N. O. S., in packages, boxed, C. L	5	
Food Preparations, Cereal, N. O. S., in bags or sacks, L. C. L	4	
Food Preparations, Cereal, N. O. S., in bags or sacks, C. L	5	
Food Preparations, Cereal, N. O. S., in bbls., L. C. L	5	
Food Preparations, Cereal, N. O. S., in bbls., C. L	6	
Food Preservative, packed	3	
Forges, Portable	3	
Forks; see under Agricultural Implements.		
Fountains, Soda, fully boxed	3 T 1	1
Fountains, Soda, not taken unless fully boxed.		
Fowls; see Poultry.		
Frames, Bed; see Furniture		
Frames, Door and Window; see Blinds		
Frames, Picture and Mirror; see Furniture.		
Frames, Door and Window Screen, wood, in the white; see Blinds, Doors and Frames.		
Frames, Door and Window Screen, wood, without wire cloth, K. D., boxed or crated, L. C. L	3	
Frames, Door and Window Screen, wood, without wire cloth, K. D., boxed or crated, C. L	6	
Freezers, Ice Cream	1	3
Fruit.		
Fruit, in cans, boxed, N. O. S., L. C. L	4	
Fruit, in cans, boxed, N. O. S., C. L	5	
Fruit, in glass, packed	1	2
Fruit, Apples, Pears and Peaches, Dried	4	
Fruit, Apples, Green, L.C.L., in boxes; same as Fruit, Green, N. O. S, prepaid or guaranteed.		
Fruit, Apples and Pears, Green, in bbls., L. C. L., estimated weight 150 pounds	3	6
Fruit, Pears; same as Apples.		
Fruit, Apples and Pears, Green, in bbls., crates, boxes, or in bulk, in car load quantities, released, except between special points where special rates are provided		6
Mixed car loads of Apples, Pears, Onions, Potatoes, Cabbages Turnips and Beets may be taken at the same rate as straight car loads of either articles.		
Fruit, Apples, in crates		6
Fruit, Berries, N. O. S., Dried	4	
Fruit, Berries, N. O. S, Green. Prepaid		1
Fruit, Cranberries	3	
Fruit, Currants, Dried	2	3
Fruit, Dates	1	
Fruit, Dried, N. O. S	3	
Fruit, Dried, C. L., 24,000 lbs		6
Fruit, Figs	1	
Fruit, Grapes, prepaid		1
Fruit, Grapes, C. L	1	3
Fruit, Green, N. O. S, prepaid or guaranteed		3
Fruit, Prunes, in boxes or kegs	1	
Fruit, Prunes, in casks or bbls	3	
Furnaces, Evaporators	1	
Furs, in bags	3 T 1	
Furs, in boxes, bdls. and trunks, strapped	D 1	
Furs, N. O. S., Skins and Pelt ries; see Skins.		
Fuse	1	
Fustic, Extract, in bbls. or casks	4	5
Furniture.		
Furniture, all articles of Furniture, N. O. S., when manufactured of Pine, Poplar or other common woods, C. L., minimum weight 15,000 pounds	3	4
Furniture, all articles of Furniture, N. O. S., when manufactured of Walnut, Mahogany, Rosewood, Chestnut or other hard woods, C. L., minimum weight 15,000 pounds	2	3
Furniture, L. C. L., manufactured of Pine, Poplar or other common woods, unless otherwise specified in the following list:		
Set up, wrapped or crated	1½	1
K. D., boxed, crated or wrapped.	2	3
Bedsteads, wrapped or crated	2	3
Bedsteads, Folding, wrapped or crated	1	2
Bureaus, wrapped or crated	2	3
Chairs, Cane, Splint or Wood Seat, S. U	1½	1
Chair Stuff, K. D. in bundles or boxes	3	
Cots, set up	1	2
Cots, K. D or folded	2	3
Cribs, K. D. or folded	2	3
Desks, wrapped or crated	1	2
Desks and Seats, School, set up	2	3
Desks and Seats, School, K. D	3	4
Frames, Bureau Glass, in bundles	1	2
Frames, Lounge, set up	1½	1
Frames, Lounge backs taken off,	1	2
Safes, Pantry, Meat or Kitchen, set up	1½	1
Safes, Pantry, Meat or Kitchen, K. D, packed	2	3
Settees; same as Chairs.		
Stands, Hall, wrapped or crated.	2	3
Tables, wrapped or crated	1¼	1
Tables, K. D, flat	2	3
Table Legs, Slides, Leaves and Supports	2	3
Wardrobes, set up, wrapped or crated	1½	1
Wardrobes, K. D., wrapped or crated	2	3
Washstands, wrapped or crated,	2	3
Furniture.		
L. C. L., manufactured of Walnut, Mahogany, Rosewood, Chestnut or other hard woods, unless otherwise specified in following lists:		

Digitized by Google

	Class.	Class if Released.
Set up, wrapped or crated	D 1	1½
K. D., boxed, crated or wrapped,	1	2
Bedsteads, wrapped or crated	1	2
Bedsteads, Folding, wrapped or crated	1	2
Bureaus, wrapped or crated	1	2
Chairs, K. D., in bundles or boxes	3	
Chairs, N. O. S., set up, wrapped or crated	1½	1
Chairs, Cane, Splint or Wood Seat, S. U.	1½	1
Chair Stuff, K. D., in bundles or boxes	3	
Cots, set up	1½	1
Cots, K. D. or folded	2	3
Cribs, K. D. or folded	1	2
Desks, wrapped or crated	1	2
Desks and Seats, School, set up,	1	2
Desks and Seats, School, K. D.,	2	3
Frames, Bureau Glass, in bundles	1	2
Frames, Lounge, set up	1½	1
Frames, Lounge, backs taken off,	1	2
Frames, parlor	1½	1
Frames, Picture or Mirror, in bundles	1½	1
Frames, Picture or Mirror, boxed	1	2
Lounges, Upholstered, backs taken off	1½	1
Racks, Hat, K. D. or folded	1	2
Racks, Hat, wrapped or crated. Settees; same as Chairs.	1½	1
Sideboards, wrapped or crated.	1½	1
Sofas and Tete-a-Tetes, wrapped or crated	1½	1
Stands, Hall, wrapped or crated,	1	2
Tables, set up, wrapped or crated,	D 1	1½
Tables, K. D., flat	1	2
Table Legs, Slides, Leaves and Supports	2	3
Wardrobes, set up, wrapped or crated	D 1	1½
Wardrobes, K. D., wrapped or crated	1	2
Washstands, wrapped or crated,	1	2

Furniture.

Not included in either of the foregoing lists, as follows, viz.:		
Beds, Springs, or Woven Wire	1	
Bed Springs, K. D., C. L., minimum weight 15,000 pounds	3	4
Bedsteads, Iron or Brass, S. U., L. C. L		D
Bedsteads, Iron or Brass, K. D., L. C. L		1
Bedsteads, Iron or Brass, C. L., minimum weight 15,000 lbs		3
Book-Cases, wrapped or crated	1½	1
Chairs, Barber or Dental, boxed or crated	1½	1
Chairs, Camp or Folding Seat	1½	1
Chairs, Opera, Iron, K. D., packed,	1½	1
Chairs, Bamboo, Rattan, Reed or Willow	3 T 1	
Chair Stuff, C. L., minimum weight 15,000 pounds	3	4
Chests, Ice, packed or wrapped,	2	3
Lounges, Rattan or Willow	1½	1
Marble, Slate, Granite or Stone Slabs for Furniture or Mantels, when boxed or crated, valuation limited to 40 cents per cubic foot, L. C. L	3	4
Marble, Slate, Granite or Stone Slabs for Furniture or Mantels, when boxed or crated, valuation limited to 40 cents per cubic foot, C. L	5	6
Marble, Slate, Granite or Stone Slabs for Furniture or Mantels, when not boxed or crated, not taken.		
Mattresses, Hair, Moss, Wool or Spring	1½	
Mattresses, Shuck, Excelsior, Straw or Cotton	3	
Poles and Rods for Window Curtains, boxed or crated	1	2
Refrigerators, packed or wrapped	2	3
Safes or Covers, Cheese	1	
Spring Seats for Locomotive Cabs	2	
Springs, Bed and Furniture, packed in barrels or casks	3	
Tables, Billiard, and Billiard Table Beds, boxed	1	

G

GAMBIER	4	
Game; same as Poultry.		
Gas Cylinders, for Dental purposes or for Calcium Lights, when filled with Gas, O. R. L.	1	
Above, returned	3	
Gasoline; see Oil.		
Gauges, Steam; see Machinery.		
Gelatine	1	
Generators, Gas	2	
Ginger, Ground, in boxes	2	
Ginger, in bags	3	
Gins; see under Agricultural Implements.		
Ginseng	1	

Glass and Glassware.

Glass and Glassware, as follows:		
Battery Jars, in packages, O. R. B., L. C. L	2	
Battery Jars, in packages, O. R. B., C. L	6	
Bottles and Tumblers, common, packed, L. C. L	3	4
Bottles and Tumblers, common, packed, C. L	3	5
Bottles, Ale, Beer or Porter, and Soda Water, empty, returned, packed	4	E
Bottles, Oil, in metal jackets	1	2
Carboys, empty, L. C. L	D 1	3
Carboys, empty, returned		4
Carboys, empty, returned, 15,000 pounds, all excess in same car to be charged for at proportionate rates, C. L		6
Chimneys, packed, L. C. L	3	4
Chimneys, packed, C. L	3	5
Demijohns, empty, not packed	4 T 1	3 T 1
Demijohns, empty packed	D 1	1½
Demijohns, filled, not p'kd or boxed, not taken		
Demijohns, filled, packed	D 1	1½
Demijohns or Carboys, C. L	3	5
Electric Light Globes; same as Glassware. Common, N. O. S., not engraved or etched.		
Fruit Jars, common, pkd, L. C. L	2	4
Fruit Jars, common, pkd, C. L	3	5
Glass, Broken or Cullet, in packages, L. C. L	5	

Digitized by Google

	Class.	Class if Released.
Glass, Broken or Cullet, in packages, C. L	A	
Glassware, fine, N. O. S	D 1	1
Glassware, fine, engraved or etched	D 1	1
Glassware, common, N. O. S., not engraved or etched, L. C. L	1	2
Glassware, common, N. O. S., not engraved or etched, C. L	2	3
Insulators, packed		4
Lanterns, packed	1	
Mirrors, 3 feet or under, packed	3 T 1	2
Mirrors, over 3 feet, not exceeding 7 x 12 packed	3 T 1	1
Mirrors, over 7 x 12, packed. Special contract.		
Oil Cans, with metal jackets, packed; same as Empty Cans.		
Plate Glass, boxed, N. O. S., and capable of being loaded in box cars, L. C. L	1½	1
Plate Glass, boxed, N. O. S., and capable of being loaded in box cars, C. L	1	2
Plate Glass, boxed, released, when boxes are of such size as to require flat or gondola cars, minimum weight 10,000 lbs., all excess in same car to be charged for in same proportion, shipments to be received for transportation only when properly loaded and secured by suitable framework, firmly attached to cars by shipper, and to be unloaded by consignee, or at his expense, C. L		4
Rough or Ribbed Glass for Vaults, Skylights, Roofs, Floors (not glazed sash), L. C. L	3	4
Rough or Ribbed Glass for Vaults, Skylights, Roofs, Floors (not glazed sash) C. L	4	5
Sash, Glazed, L. C. L	1	4
Sash, Glazed, C. L	5	
Show Cases, entirely boxed, L. C. L	D 1	1½
Show Cases, not entirely bxd not taken.		
Signs, prepaid	3 T 1	1
Stained, Decorated, Colored, Enameled, Ground, Figured or Etched Glass. L. C. L	1½	1
Stained, Decorated, Colored, Enameled, Ground, Figured or Etched Glass, C. L	1	2
Window Glass, common, N. O. S., 80 united inches in dimensions or under, L. C. L	3	4
Window Glass, common, N. O. S., 80 united inches in dimensions or under, C. L	4	5
Window Glass, over 80 united inches in dimensions, L. C. L	2	3
Window Glass, over 80 united inches in dimensions, C. L	3	4
Glass House Pots, Earthen, O. R. B, C. L	5	
Glucose; same as Molasses.		
Glue	3	
Glue Scrap, to be used in the manufacture of glue	6	
Glycerine, in barrels or casks	3	4
Glycerine, in cans, boxed	1	
Glycerine, in iron drums	3	4
Glycerine, Nitro, not taken except by special agreement by lines interested; see Notes 5 and 9.		
Grain	D	
Granite Ware, boxed, L. C. L	2	
Granite Ware, boxed, C. L	5	
Granite, rough, C. L	P	
Granite Roofing; see Roofing.		
Grapes, in casks or bbls., for wine purposes, C. L., 24,000 lbs		6
L. C. L	5	
Grate Baskets, packed	2	4
Grate Baskets, loose	1	3
Grate Fixtures; see Fixtures, Grate.		
Grates, completely packed	2	3
Grates, loose	1½	1
Gravestones; see Marble.		
Gravel, C. L	P	
Grease, Axle	6	
Grease, Car, in barrels	6	
Grenades; see Extinguishers		
Grindstones, L. C. L	6	
Grindstones, not mounted, C. L., 24,000 lbs., minimum weight	6	A
Grits, in boxes	2	
Grits, in bbls.; same as Flour in barrels.		
Grits, in bags; same as Corn Meal.		
Groceries, N. O. S	2	
Guano; see Fertilizers.		
Gum Camphor; see Camphor.		
Gum Copal, Kowrie and Shellac	2	
Gums, Chewing	2	
Gums, N. O. S	2	
Gun-cotton	D 1	
Gunny Bags; see Bags.		
Gunpowder; see Powder.		
Guns, Rifles; see Firearms.		
Gypsum, Land Plaster, Fertilizer; see Special Rates.		

H

HAIR, in sacks	1	
Hair, Cattle, for plastering, pressed, in bales	4	
Hair, curled, pressed, in bales, and Hair Rope	1	
Hair Goods, manufactured, pkd in boxes	D 1	
Hames, in bundles or packed	3	
Hammocks and Fixtures	1	
Hams; same as Bacon.		
Handles, Broom, boxed or crated, L. C. L	4	
Handles, Broom, C. L., not less than 24,000 lbs. to be charg'd for	6	
Handles, Broom and Broom Corn, C. L., mixed, not less than 24,000 lbs. to be charged for	6	
Handles, boxed or crated	A	
Handles, N. O. S., boxed or crated, L. C. L	4	
Handles, rough, unturned, crated or in bundles, C. L		P
Handles, N. O. S., C. L	6	
Handles, Plow; see under Agricultural Implements.		
Hangers; see under Machinery.		
Hardware, boxed, N. O. S	2	
Harness; see Saddlery.		
Harrows; see under Agricultural Implements.		
Hats and Caps; same as Dry Goods, N. O. S.		
Haversacks	1	
Hay, Fodder and Straw, pressed, in bales, L. C. L	6	

Digitized by Google

	Class.	Class if Released.
Hay, Fodder and Straw, press'd, in bales, C. L. (minimum wght 20,000 lbs. to the car-load), all excess in same car to be chged for at proportionate rate	D	
Heading; see Shooks.		
Head-lights, boxed	D 1	
Heaters, Steam; see Machinery.		
Hektograph Composition	1	
Hemp, in bales	3	
Hemp Stalks, in bales or bundles	5	
Herbs; see Roots.		
Hessians, in original bales	A	
Hides, Dry, loose or in bundles	1	
Hides, Dry, in bales	4	
Hides, Dry, in bales, compressed	5	
Hides, Green	5	
Hides, Green, salted	6	
Hinges and Hooks, in barrels, casks or kegs	5	
Hinges and Hooks, in boxes	2	
Hives, Bee, empty, set up	1	
Hives, Bee, knocked down, crated	6	
Hobby-horses, entirely boxed or crated	D 1	
Hobby-horses, not boxed	4 T 1	3 T 1
Hods, Coal; see Buckets.		
Hoes; see under Agricultural Implements.		
Hogsheads, empty	2	
Hollow-ware, loose, L. C. L.	1	3
Hollow-ware, loose, shipped separately from Stoves, C. L., not less than 15,000 pounds to be charged for	3	5
Hollow-ware, packed	3	4
Hollow-ware, when shipped with Stoves; see Stoves.		
Hominy, in bbls.; same as Flour in barrels.		
Hominy, in bags; same as Corn Meal.		
Hominy, in boxes; same as Grits, in boxes.		
Hominy, Flake; same as Oat-meal.		
Honey, in glass or tin, boxed	1	3
Honey, in comb, boxed	1	3
Honey, in barrels or kegs	1	5
Honey Extractors, crated	1	
Honey Section Boxes or Frames, in crates or boxes	3	4
Hoofs and Horns, C. L	A	
Hoop-poles; see Poles.		
Hoop-skirts	D 1	
Hoops, Barrel, wooden; same as Box Stuff.		
Hoop Splits, in bundles, C. L.	O	
Hoops, Truss, Coopers'	1	
Hoop Poles, C. L	O	
Hops, baled	2	
Hops, in boxes	1	
Horns and Hoofs, C. L	A	
Horse and Mule Shoes, in kegs or boxes; see Iron.		
Horse-powers; see under Agricultural Implements.		
Hose Carriages; see Vehicles.		
Hose, Leather	2	
Hose, Rubber	3	
Hosiery	1	
Hospital Stores	1	
Houses, Portable, L. C. L.	4	
Houses, Portable, C. L	6	
Hubs and Felloes; see under Vehicles.		
Hullers; see under Agricultural Implements.		
Hulls, Cotton-seed; same as C. S. Meal.		
Husks, or Shucks, compressed in bales, L. C. L.	4	
Husks or Shucks, compressed in bales, C. L., min. weight 20,000 pounds	6	
Hydrants, Fire-plugs and Water Gates	5	

Household Goods.

Household Goods and Old Furniture. All shipments are subject to the following rates:

1. All bundles of bedding, Trunks of Clothing, Household Goods or similar articles (not furniture), may not be received for transportation unless securely boxed. Chests of similar articles must be strapped or securely nailed. This does not apply to car-loads of Household Goods.
2. Agents will refuse all shipments of Household Goods when in less than car-loads, unless each and every package is plainly marked with tag or otherwise, showing name of consignee and destination. If not so marked such shipments are liable to be mixed with other shipments in same car.
3. Articles above apply to Old and Second-hand Furniture, Clothing, Bedding, Moving Plunder, etc., not to new articles.

	Class.	Class if Released.
Household Goods and Old Furniture, packed, value over $5 per 100 lbs., and full value expressed in bill of lading, said valuation only to apply in case of loss	D 1	1
Household Goods and Old Furniture, packed, value limited to $5 per 100 pounds, and so expressed in bill of lading, said valuation only to apply in case of loss or damage, L. C. L.	1	4
Household Goods and Old Furniture, well packed, C. L. 20,000 lbs. to be charged for, value limited to $5 per 100 lbs., said valuation only to apply in case of loss or damage	2	6
Household Goods and Old Furniture, with Live Stock, one attendant to have passage free on same train as car (ship's option), C. L., value limited to $5 per 100 pounds, said valuation only to apply in case of loss	D 1	5
Household Goods, in car loads, with or without Live Stock, with usual release and limitation, as per classification		N
Husks or Shucks, bales, L. C. L.		6
Husks or Shucks, in bales, C. L.		K

Digitized by Google

	Class.	Class if Released.
I		
Ice, less than car-load, in casks or bags, "prepaid." Class 6; car-load, L, unless by special freight prepaid or guaranteed.		
Ice, L. C. L., in casks, prepaid	6	
Images and Figures, bronze or metal, packed, not Iron Statuary	3 T 1	D 1
Incubators; see under Agricultural Implements.		
Indigo	1	
Indigo, Extract in barrels	3	4
Infusorial Earth; same as Food Preservatives.		
Ink, in wood	4	
Ink, Printing, in wood	4	
Ink, Printing, in other packages	3	
Ink, Writing Fluid, in glass or stone, boxed	3	
Insulators; see Glass.		
Ironing Boards, wood, boxed or racked, L. C. L.	4	
Ironing Boards, car-loads	6	
Iron Ore, C. L.	P	
Iron, Pig, C. L.	M	
Iron, Pig, L. C. L., 60 per cent. higher than C. L. rate.		
Isinglass	3 T 1	
Ivory	1	
Ivory, Black	3	
Iron.		
Iron, boxed or crated, unless otherwise specified in following lists	1	2
Iron Articles, enumerated in So. R'y & S. S. Association Classificat'n (except between points where there are commodity rates in force)	A	
Architectural, including Columns, Pedestals, Capitals, Plates, Saddles, Door and Window Jambs, Sills and Lintels, Rolled Beams, Channel-bars and Girders.		
Bar, Band, Boiler and Plate Iron or Steel, all unpacked.		
Bolts, Nuts, Rivets or Washers, in k'gs, casks, barrels or drums.		
Bridge Iron.		
Cattle Guards, Wrought.		
Carriage and Wagon Axles.		
Carriage and Wagon Skeins and Boxes, packed in kegs, bbls. or casks, released.		
Car Wheels, Axles and Trucks.		
Castings, not machinery, each piece weighing 200 lbs. or over, not packed, owner's risk of breakage.		
Castings and Forgings, parts of Compresses, each piece weighing 2,000 lbs. or over, owner to load and unload.		
Chains, in casks or barrels, value limited to 2 cents per lb., and so specified in bills of lading.		
Crowbars.		
Cut and Wire Nails and Spikes, in kegs.		
Fence Posts.		
Fish Bars, Fastenings, and Steel Rail Braces; Frogs; Railroad.		
Horse and Mule Shoes.		
Harrow Teeth, in kegs or bbls.		
Jail Plate.		
Mattocks and Picks, in bundles, barrels or kegs.		
Pipe, cast or wrought, released.		
Pipe Fittings, in kegs, casks or barrels.		
Pipe Fittings, wired, in bundles, C. L.		
Plow Moulds, Plow Plates, Plow Points, Pl'w Steel, Pl'w Wings, Plow Couplers, Plow Frogs and Plow Clevises.		
Railroad Iron.		
Sadirons, in bb'ls. or casks, released.		
Sadirons, in boxes, contents to be plainly marked on boxes, and contract to be made by the shipper that no other articles shall be put in the boxes.		
Sash Weights, unpacked.		
Splices, Switches, Switch Ch'rs, Railroad.		
Sledges without handles, wired together.		
Wagon Tires		
Except between points where special rates are provided	6	
Bolts, Nuts, Rivets and Washers, in other packages than kegs, casks, bbls. or drums	2	
Castings, in boxes	2	
Castings, not machinery, unpacked, each piece under 200 pounds	3	5
Castings, crated, not machinery, or parts thereof; same as Iron Castings, not machinery or sewing machines, in kegs, bbls. or casks.		
Castings, not machinery or sewing machines, in kegs, bbls. or casks	4	5
Drive Well Points, boxed	2	
Drums, empty or returned	6	
Forgings, in boxes	2	
Forgings, N. O. S., in kegs	5	
Flues, Iron; see Flues.		
Lap Rings; same as Special Iron Rates.		
Links and Pins, in boxes	2	
Links and Pins, in kegs	5	
Mantels, Grate Baskets, Fronts, Fenders and Frames, packed	2	4
Mantels, Grate Baskets, Fronts Fenders and Frames, not p'k'd	1	3
Mattocks and Picks, in boxes	2	
Nail Rods, packed	2	
Nail Rods, not packed	6	
Pig Iron, L. C. L.; same as Bar Iron.		
Pig Iron, C. L.; see Special Rates.		
Plow Beams and Handles, L. C. L	4	
Plow Beams and Handles, C. L.	6	
Railing and Fencing	3	5
Retorts, Iron; see Retorts.		
Roofing Iron	4	6
Russia Iron, in rolls or bundles, wired or crated	4	
Scrap Iron, p'k'd, any quantity; special Iron Rates.		
Sheet Iron, Plain or Corrugated	4	6
Sheet Iron Shingle Bands, in bdls, packed in bbls.; same as Special Iron Articles.		
Sheet Iron, Planished, in metal		

Digitized by Google

	Class.	Class if Released.
cases with wooden covers or in boxes	2	
Shutters and Doors	4	
Sinks, unpacked, released		3
Sinks, in bbls. or boxes, released		4
Sponge, Iron (Purifying Material)	3	
Springs, Carriage	6	
Springs, Seat (not Wire)	6	
Statuary, Chairs and Lawn Ornaments, boxed or crated	1	2
Staples, in kegs; same as Fence Wire.		
Taggers, Iron; same as Tin Plate.		
Tanks, not over 30 feet long; same as Boilers.		
Toe Calks; same as Iron Forgings.		
Urns	3	5
Vault and Prison Work, L. C. L.	4	
Vault and Prison Work, C. L.	6	
Wagon Axle Skeins and Boxes, loose, in car-loads, owners to load and unload; same as Special Iron Articles.		
Water closet Cisterns, cast	2	
Water-closets or Seats, boxed	1	
Wedges and Sledges, in barrels or kegs	5	
Wedges and Sledges, loose	3	
Wheel Flanges, in bundles		5
Work, Galvanized Iron; see Rule "G."	2	4
J		
JACK SCREWS and Wagon Jacks	3	
Japan Ware	1	
Japonica	4	
Jars, Glass; see under Glass and Glassware.		
Jellies, in glass, packed	1	2
Jellies, in cans, boxed, L. C. L.	4	
Jellies, in cans, boxed, C. L.	5	
Jellies, in wood, N. O. S.	3	
Jugs; see Earthenware.		
Junk and Jute	6	
Jute Butts	A	
Jute Waste; see Waste.		
K		
KAINIT; see Fertilizers		
Kalsomine; same as Paints.		
Kegs, empty, N. O. S.; same as Barrels.		
Kegs, Ale and Beer, empty, Estimated weight, 30 lbs.	E	
Kegs, empty, N. O. S., in crates	3	
Kettles, Large Iron	4	
Kilns, Portable, for firing Decorat'd China, Porcelain, Pottery		
Ketc., boxed, O. R. B.		2
Kindlings	6	
Knapsacks	1	
Kowrie; see Gum.		
L		
LABELS, Paper, in boxes, prepaid	2	
Ladders, not over 30 feet long	1	
Ladders, over 30 feet long, taken only by special contract.		
Ladders, Step	2	
Lampblack, in casks, barrels or boxes	3	
Lamps and Lamp Goods, pkd	2	3
Lanterns; see Glass.		
Lard, except in tin cans, not bxd	4	B
Lard, in tin cans, not boxed	2	5
With shipments of Lard no freight charge will be made for such an amount of ice as is necessary to preserve it in transit.		
Lasts, Shoe	3	
Lathing, Iron or Steel, L. C. L.	3	
Lathing, Iron or Steel, C. L.	6	
Laths, actual weight.		
Laths; same as Common Lumber.		
Lead, in boxes	5	
Lead, in casks or pigs	6	
Lead, Bar or Sheet	5	
Lead, Black, in kegs or barrels, (shipper's option)	5	
Lead Pipe; see Pipe.		
Lead, White; same as Paints.		
Leather, loose, N. O. S.	1	
Leather, in rolls or boxes	3	
Leather Scraps, Shavings or Skivings, in pkgs. or bales (Leather Scraps will include trimmings cut fr'm side leath'r or obtain'd in the manufacture of leather goods)	A	
Leaves, Powdered, in boxes or barrels	1	
Lemons and Oranges, any quantity	1	3
Lemon or Lime Juice, in glass, packed	1	2
Lemon or Lime Juice, in barrels	4	
Lentils, in bags, boxes or barrels	3	
Licorice, in sticks, roots or mats	3	
Licorice, in mass, boxed	4	
Lightning rods, in boxes	3	
Lightning rods, in bundles	2	
Lightning-rod Fixtures, packed	2	
Lime, Building, 10 per cent. less than Fertilizers; to be taken at following estimated weights: Rock and Building Lime, 230 pounds per barrel; all other Building Lime, 210 pounds per barrel.		
Lime, in casks or barrels, L. C. L.	6	
Lime, in casks or bbls., C. L.; see Special Rates.		
Lime, Acetate, L. C. L.	6	
Lime, Acetate, C. L.; same as Fertilizers.		
Lime, Agricultural, 20 per cent. less than Fertilizers		
Lime, Chloride, in bbls. or casks	6	
Lime, Chloride, N. O. S.	4	
Lime, Liquid, prepaid, for whitewashing, canned and packed	5	
Limestone; same as Marble and Granite.		
Linseed; see Seed		
Liquors, Whissy, Domestic Brandies, and Dom'stic Wines, in wood (actual weight), O. R. of leakage, value limited to 75 cents per gallon, and so endorsed on bill of lading		H
In all cases where limitation of value is expressed in the Classification, it must be written or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed.		

Digitized by Google

	Class.	Class if Released.
Agents must respect this rule and require acceptance by the shipper.		
Liquors, Whisky, in wood (actual weight), N. O. S.	2	3
Liquors, Whisky, in boxes or baskets	1	2
Liquors, in glass, in boxes or baskets, N. O. S.	1½	1
Liquors, in wood, N. O. S., actual weight	1	2
Live Stock, C. L., Class 3, or special.		
Live Stock, L. C. L.	2	4
Locomotive Headlights; see Headlights.		
Locomotive Ties; see Ties.		
Logs, Saw, Class P, special.		
Logwood, Extract, N. O. S.	2	
Logwood, Extract, in barrels or casks	4	5
Looking-glasses; see Mirrors under Glass and Glassware		
Lumber, Dressed or Rough, L. C. L., Class B.		
Lumber, Dressed or Rough, C. L., 24,000 pounds; see Rule 12, Class P.		
Lumber; same as Blinds, Doors and Frames.		
Lye, Concentrated	5	

M

Machinery.

MACHINERY, all kinds, boilers and engines, or parts thereof, C. L., minimum weight 20,000 pounds, owners to load and unload	4	6
Machinery, L. C. L., not otherwise specified in the following list. See Note 2	2	3
Cotton and Woolen, except Looms set up	D 1	1½
Cotton and Woolen, except Looms crated	1½	1
Cotton and Woolen, except Looms K. D. and boxed	1	2
Cotton Presses; see under Agricultural Implements.		
Hoisting Machinery, K. D.	4	
Looms	3 T 1	1½
Machinists' Tools (Planers, Laths, etc.)	2	3
Presses, Printing, K. D., boxed or crated	3	
Presses, Printing, K. D., not boxed	1	2
Presses, Printing, set up	D 1	1
Saw-mills, carriages not exceeding 16 feet in length	3	4
Saw-mills, carriages over 16 feet in length	2	3
Saw-mill Gearing and Saws, boxed	1	2
Shafting, Hangers, Pulleys, etc.	4	5
Steam Gauges	1	
Steam Heaters, packed	4	
Steam Heaters, not packed	2	3
Tobacco Screws and Fixtures	4	
Water-Wheels, Turbine	3	

Machines.

Brick	4	
Fence	2	3
Hemp; see under Agricultural Implements.		
Meat Cutters	2	
Mowing; see under Agricultural Implements.		
Sewing, not boxed	3 T 1	
Sewing or Parts, set up, crated or boxed	1½	1
Sewing or Parts, completely K. D. and boxed or crated	3	
Sewing, partly K. D., that is, head and box taken off and placed underneath between the legs	2	
Sewing, C. L., minimum weight 20,000 pounds	4	
Shingle	2	
Smut; see under Agricultural Implements.		
Washing	2	
Weighing, Automatic	D 1	1
MACCARONI	1	
Madder	3	
Magazines, Powder, portable, empty	1	
Magnesium, Chloride of, in bbls. or casks	6	
Malt	D	
Malt, in boxes	1	
Malt, Extract, in glass, pkd.; same as Ale.		
Manganese, pkd, L. C. L., 20 per ct. higher than Class K.		
Manganese, crude, C. L.	P	
Manganese, Ground, packed	5	
Manilla	3	
Mantels, Iron; see Iron.		
Mantels, Slate, packed	2	3
Mantels, Wood, boxed	2	
Maps, boxed	1	

Marble.

Marble or Granite Tombstones or Monuments, not boxed, freight prepaid at option of initial carrier	3 T 1	D 1
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.		
Marble or Granite Tombstones or Monuments, boxed or crated, valuation limited to 40 cts per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L.	1½	4
Marble or Granite Tombstones or Monuments, boxed or crated, valuation limited to 40 cts per cubic foot, freight prepaid at option of shipper or initial carrier, C. L.	1	4
Marble or Granite Blocks, rough or sawed, but not dressed, valuation limited to 20 cents per cubic foot	6	A
Marble or Granite Door or Window Sills and Steps, "sawed," unpacked, L. C. L.		A

Digitized by Google

	Class.	Class if Released.
Marble or Granite Blocks, dressed, hammered, chiseled or polished, boxed or crated, not Tombstones or Monuments, or parts thereof, valuation restricted to 40 cents per cubic foot, L. C. L.	4	5
Marble or Granite Blocks, dressed, hammered, chiseled or polished, boxed or crated, not Tombstones or Monuments, or parts thereof, valuation restricted to 40 cents per cubic foot, C. L.	5	6
Marble or Granite Statuary, valuation limited to 40 cents per cubic foot	1½	1
Marble and Granite, blocks and slabs, rough, C. L.	P	
Marble, Slate, Granite or Stone Slabs, when boxed or crated, value limited to 40 cents per cubic foot, L. C. L.	3	4
Marble, Slate, Granite or Stone Slabs, when boxed or crated, value limited to 40 cents per cubic foot, C. L.	5	6
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.		
Marble, Slate, Granite or Stone Slabs, when not boxed, not taken.		
Marble or Granite, all kinds, N. O. S.	1	2
Marble Dust	A	
Marble Tiles; see Tiles.		
Marbles in casks or boxes	4	
Marl, 80 per cent. of Fertilizer rate.		
Matches, C. L.	3	
Matches, L. C. L. properly marked and packed alone	1	
Match Splints, packed in cases	3	
Match Splints, C. L.	5	
Mats, Door, Wire, Iron or Steel, in packages, O. R. of wet or rust	1	2
Mats, Grass, Hemp, Hair and Cocoa	2	
Mats, Oil	1	
Mats, Steel, Wire and Rubber	2	
Mats and Rugs, N. O. S.	1	
Matting	2	
Matting, Pine Fibre	6	
Mattocks and Picks; see Iron.		
Mattresses; see under Furniture.		
Meal and Ashes, Cotton Seed; same as Fertilizers.		
Meal, Corn	D	
Meal, Fossil, in bags	3	
Meal, Flaxseed, L. C. L.	3	
Meal, Flaxseed, C. L.	D	
Meal, Linseed; same as Cotton Seed Meal.		
Meal, Linseed Oil; same as Linseed Meal.		
Meal, Oat, in barrels, L. C. L.	5	
Meal, Oat, in barrels, C. L.	6	
Meal, Oat, in boxes, bags or sacks, L. C. L.	4	
Meal, Oat, in boxes or sacks, C.L., Measures, same as Wooden Ware.	5	
Meat, Salt, in bulk, C. L., not less than 24,000 pounds, no freight charge to be made for salt and ice in same car necessary for preservation in transit,, provided that not more than 2,000 pounds per car be carried free	3	B
Mixed car-loads of Salt Meat, packed and in bulk, and of other articles in Class "B," may be taken at the same rate as straight carloads of Meat, Salted, in bulk.		
The above is not to affect in any way the present rule in regard to shipments of Fresh Meats in mixed car loads with cured meats.		
Meat, Bacon, in bags	3	
Meat, Bacon, in bulk, L. C. L.	1	2
Meat, Bacon, in bulk, C. L., not less than 24,000 pounds	3	B
Meat, Bacon, packed in wood	B	
Meats, Dessicated	4	
Meats, Fresh, prepaid, L. C. L.		3
Meat, Fresh, at owner's risk, in refrigerator cars, C. L., not less than 24,000 pounds, charged for, 5 cents per 100 pounds higher than Class B.		
Mixed car-loads Fresh Meat, Dressed Beef, Mutton and Hogs, and cured Meats, in refrigerator cars, minimum 24,000 pounds, may be transported at owner's risk, at the car-load rate on Fresh Meats.		
Mixed car loads Fresh Meats Dressed Meat, Mutton, Hogs, Packing-house Product, Beef, Pork and Tongues, in cans, Grease, Glue Sizing, Glue Scrap, Guts and Casings, Pig Feet, Sausage, Canned or Smoked, and Tripe, in refrigerator cars, owner's risk, prepaid or guaranteed, minimum 24,000 pounds, 10 cts. per 100 pounds higher than Class B; any excess of above mentioned articles over 24,000 pounds to be charged for at 10 cents per 100 pounds higher than Class B rates, but all Cured Meats in car in excess of minimum to be charged for as Class B.		
Meat Cutters; see under Machines.		
Meat Racks, packed	1	
Medicines, and Drugs, N. O. S.	1	
Medicines, Patent, L. C. L.	1	
Medicines, Patent, C. L.	1	3
Melodeons; same as Pianos.		
Melons, L. C. L., packed or loose, entirely at owner's risk, prepaid		5
Melons, freight guaranteed; see Special Rates.		

Digitized by Google

	Class.	Class if Released.
Merry-go rounds, L. C. L.		1
Merry-go-rounds, C. L., 20,000 pounds minimum		5
Metal Clamps for Trunks, in boxes	2	
Metallic Shingles; see Shingles, Metallic.		
Meters, Gas, boxed	1	
Meters, Gas, not boxed, not taken.		
Meters, Water, boxed	3	
Meters, Water, not boxed, not taken.		
Meters, N. O. S.		D 1
Mica	3 T 1	
Mica, value limited to 65 cents per pound, and so expressed in Bill of Lading		1
Milk, Condensed, boxed, L. C. L.	4	
Milk, Condensed, boxed, C. L.	5	
Millinery Goods; same as Dry Goods, N. O. S.		
Millo Maize	3	
Mills, Barilla Bark and Cob	4	
Mill's, Coffee and Paint, S. U.	2	
Mills, Cotton Seed Oil, L. C. L.	4	
Mills, Cotton Seed Oil, C. L.	6	
Mills, Flour, Roller	2	
Mills, N. O. S.	2	
Millstones, Finished	4	
Millstones, Rough	5	
Mill Stuff	D	
Mincemeat	4	
Mirrors; see under Glass and Glassware.		
Molasses, in cans, boxed, or in kegs	3	4
Molasses, or Syrups, in barrels or hogsheads	5	6
Monuments and Gravestones. Metal, packed, value not over $300 (prepaid at option of initial road or steamer)	D 1	2
Monuments and Gravestones, Metal, value over $300, taken only by special contract.		
Monuments and Gravestones; see Marble.		
Mops	1	
Moss, in sacks	1	
Moss, pressed, in bales, L. C. L.	4	
Moss, pressed, in bales, C. L., minimum weight 20,000 lbs.	6	
Moss, Stable; same as Hay.		
Motes, Cotton; see Sweepings.		
Moulder's Dust or Sand; see Sand.		
Mouldings, boxed	2	
Mouldings, in bundles	1	
Mouldings, common, for building purposes	4	
Mouldings, N. O. S.	D 1	
Mouse Traps; see Traps.		
Mowers; see under Agricultural Implements.		
Mucilage, packed	2	
Musical Instruments, N. O. S.	D 1	1
Musical Instruments; see Pianos, Organs and Melodeons.		
Mustard, Ground, in boxes	2	
Mustard, prepared, in glass, packed	2	
Mustard, prepared, in kegs or barrels	3	

N

	Class.	Class if Released.
Nails, Brass or Copper, well packed, in boxes or kegs	2	
Nails, Finishing, Iron, in kegs	5	
Nails, Finishing, N. O. S.	2	
Nails, for Horse or Mule Shoes, in boxes	5	
Nails, Wire, in kegs; Special Iron rates.		
Nails and Spikes, Iron, in bags	3	
Nails and Spikes, Iron, N. O. S., in boxes	2	
Nails and Spikes, Iron, in kegs; see Iron.		
Naphtha, in iron casks	6	
Naphtha Casks; see Casks.		
Nitre Cake; see Cake.		
Notions; same as Dry Goods, N. O. S.		
Nutmegs	2	
Nuts, Chestnuts, prepaid		5
Nuts, Cocoa, packed or sacked, L. C. L.	4	
Nuts, Cocoa, C. L.	6	
Nuts, Edible, N. O. S., in bags	1	
Nuts, Edible, N. O. S., in barrels or casks	2	
Nuts, Peanuts and Chufas, L. C. L.	5	
Nuts, Peanuts and Chufas, C. L., 20,000 pounds, all excess in same car to be charged for in proportion	6	
Nuts, Pecans, in bbls. or double sacks, L. C. L.		3
Nuts, Pecans, in bbls. or double sacks, C. L.		5

O

	Class.	Class if Released.
Oakum	4	
Oars, Boat	3	
Oats	D	
Oats, Shredded; same as Meal, Oat.		
Oil Cake; see Cake.		
Oilcloth, Floor, 16 feet long or over, boxed	1	
Oilcloth, Floor, less than 16 feet long, boxed	2	
Oilcloth, Floor, baled	1½	1
Oilcloth, not boxed or baled, not taken.		
Oil or Enameled Cloth, Table	2	

Oils.

	Class.	Class if Released.
Oil, Castor, in can, boxed, O. R. L.		2
Oil, Castor, in glass, packed	1	2
Oil, Castor, in barrels	3	
Oil, Coal, or its products, in cans	D 1	1
Oil, Coal, or its products, in cans, boxed, L. C. L.	1	3
Oil, Coal, or its products, in cans, boxed, C. L.	2	4
Oil, Coal, or its products, in barrels, at actual weight, carrier's convenience, L. C. L.	3	4
Oil, Coal, or its products, in barrels, at actual weight, C. L.	3	6
Oil, Coal or Kerosene, Naphtha, Benzine and Gasoline, in iron casks or drums, at actual wght	6	
Oil, Coal, or its products, in tank cars		6
Oil, Coal, or its products, in tank cars, must always be charged at actual weight.		

Digitized by Google

	Class.	Class if Released.
Oil, Petroleum, or its products, referred to above, refers to transportation by rail, as steamship companies only take it at shipper's option.		
Oil, Cocoa, in original packages	1	2
Oil, Cocoa, in barrels	3	4
Oil, Cotton-seed		A
Oil, Cotton-seed or Palm, crude, L. C. L.	4	5
Oil, Cotton-seed, C. L.	5	6
Oil, Cotton-seed, crude, N. O. S.	3	4
Oil, Kerosene; see Oil, Coal.		
Oil, Lard and Linseed, in wood	3	5
Oil, Lubricating, the product of Coal Oil; same as Coal Oil.		
Oil, Rosin; same as Oil, Pine		
Oil, Pine; same as Coal Oil.		
Oil, Sassafa's, in glass or cans, bxd	3 T 1	D 1
Oil, Tanner's, in wood	3	5
Oils, in glass or cans, packed, except Castor Oil, Coal Oil and Sassafras Oil	1	2
Oils, in jars, not packed, not taken.		
Oils, N. O. S., in barrels	3	4
Olives, in glass, packed	1	2
Olives, in barrels or casks	4	
Onions, in barrels, L. C. L.	3	6
Onions, in barrels, crates, boxes or in bulk, in car-load quantities, released, except between points where special rates are provided		6
Mixed car-loads of Apples, Pears, Onions, Potatoes, Cabbages, Turnips and Beets may be taken at the same rate as straight car-loads of either article.		
Onion Sets	3	
Oranges and Lemons, any quantity	1	3
Ordnance Stores, N. O. S.	1	
Ores, Copper and Iron, L. C. L.	6	
Ores, Iron, Ground, in kegs or barrels; same as Bar Iron		
Ores, Silver, C. L., value limited to $20 per ton, and so specified in Bills of Lading. Special Iron Rates.		
Ores, Silver, Lead, Zinc, Copper and Gold, packed, L. C. L., 20 per cent. higher than Class K.		
Ores, Samples or Specimens, must be prepaid.		
Organs; same as Pianos.		
Organs, Pipe, K. D. and boxed.	1½	1
Organ Pipes; see Pipes		
Outfits, Graders or Contractors, C. L., same as Household Goods and Old Furniture, C. L.		
Oysters, in glass, packed	1	
Oysters, in cans or kegs, L. C. L.	4	
Oysters, in cans or kegs, C. L.	5	
Oysters, Shell, in barrels		5
Oysters, Shell, in bulk, C. L.		6

P

PACKING, Asbestos, in cases	2	
Packing, Asbestos, in rolls	4	
Packing, Hemp	4	
Packing, Metallic	2	
Packing, Rubber	3	
Packing Cases, wooden, returned empty; same as Cracker Boxes and Cases returned empty.		
Paintings, Pictures, Chromos, etc., value not over $5 per 100 pounds	1	2
Paintings and Pictures, well boxed, value of each box not to exceed $200	3 T 1	D 1
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading and shipper must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.		
Paintings and Pictures, over $200 in value, only taken by special contract.		
Paints, in pail- or cans, packed	3	4
Paints, in pails, or cans unpkd.	1	
Paints, in wooden buckets	1	
Paints, Bulk, in bbls. or casks dry	6	
Paints, Bulk, in barrels, casks, kegs or kits, liquid	5	
Paints, Bulk, dry, in kegs or kits.	5	
Paints, Metallic; same as Paints.		
Pans, Sheet Iron, or Dripping, nested, boxed or crated	3	

Paper.

Paper Bags; see Bags.		
Paper Barrels; see Barrels.		
Paper Binder's, Straw or Wood Pulp Boards, in cases	2	
Paper, Binder's, Straw or Wood Pulp Boards, in b'ndl's or crates	6	
Paper Bottle Covers; see Covers.		
Paper Boxes; see Boxes.		
Paper, Card	1	
Paper Collars; see Collars.		
Paper Hangings, in bundles	1	3
Paper Hangings, boxed	2	
Paper, in rolls not stamped, figured or wall	6	A
Paper, Medicated or Closet	3	
Papers, News, Patent Insides, in bundles, O. R. C.	2	
Paper, Pasteboard	4	
Paper, Printing, Wrapping and Roofing, in bundles or crates	6	
Paper, Printing, Wrapping, and Roofing, in box's, any quantity	2	
Paper, Wall, any quantity, in bundles	1	3
Paper, Wall, any quantity, in bxs	2	
Paper Ware, N. O. S.	1	
Paper Waste, in sacks	3	
Paper Waste, in barrels or hhds.	4	
Paper Waste, pressed in bales	A	
Paper, Writing, Book or Blotting, in boxes	2	
Paper, Blotting, in bundles	4	
Paper, Sand and Flint	3	
Paper, Cartridge Shells, empty	1	
Paris Green; same as Paints		
Paris White; same as Paints		
Paste, in barrels	6	
Patterns, Wood or Metallic, O. R. C.	1½	
Paving, Composition, composed of Sand and Tar; same as Asphalt.		
Peaches, in boxes, barrels or bags; see Fruit.		

Digitized by Google

	Class.	Class if Released.
Peach Stones, packed	6	
Peanuts; see Nuts.		
Pearlash	5	
Pears; see Fruit.		
Peas, in boxes	2	
Peas, dried	D	
Peas, Dried or Split, in bgs or bbls	5	
Pegs, Shoe, in bags	1	
Pegs, Shoe, in barrels or boxes	2	
Peltries; see Skins.		
Pencils, Slate	3	
Pepper and Spices in bags	3	
Pepper and Spices, N. O. S., ground, in boxes	2	
Pepper Sauce, in glass, packed	1	2
Perfumery	1	
Petroleum; see Oil, Coal.		
Phonographs and Graphophones, set up, boxed	3 T 1	D 1
Phonographs and Graphophones, K. D., boxed	D 1	1
Photographic Material	1	
Pianos, Organs and Melodeons, boxed	1½	1
Pianos, Organs and Melodeons, not bxd, not taken.		
Pickers, Cotton, Rawhide	2	
Pickles, in glass, packed	1	2
Pickles, in cans, boxed	4	
Pickles in barrels or casks	4	6
Picks and Matt'cks; see Iron.		
Picture Backing, in packages	4	
Picture Frames; see Furniture.		
Pictures; see Paintings.		
Pigs' Feet	6	
Pigs' Feet, in glass, packed	1	2
Pineapples; see Fruit.		
Pine Fibre, Matting	6	
Pine Fibre, Refuse, from Pine Fibre factories; same as Pine Fibre.		
Pins, in cases	1	
Pins, Clothes, L. C. L	3	
Pins, Clothes, C. L	5	
Pins, Insulators; see Telegraph Cross-arms, etc.		
Pipe.		
Pipe and Tile, Drain or Roofing, L. C. L	3	6
Pipe and Tile, Drain or Roofing, C. L	3	A
Pipe, Copper, Brass, or Metal, N. O. S	1	
Pipe, Copper, Brass or Metal, N. O. S., boxed	3	
Pipe, Earthen and Concrete, L. C. L	3	6
Pipe, Earthen and Concrete, C. L	3	A
Pipe, Earthen (not Drain), L. C. L	1	5
Pipe, Earthen (not Drain), C. L	3	6
Pipe Fittings; see Fittings.		
Pipe, Iron; see Iron.		
Pipe, Lead, in rolls or reels	4	
Pipe, Lead, in casks	5	
Pipe, Sheet Iron, Spiral	1	
Pipe, Stove, and Elbows	D 1	
Pipe, Stove, side seams not closed, nested and wired or crated	1	
Pipe, Stove, side seams not closed, nested and wired or crated, O. R. rust		3
Pipe, Tin, boxed	2	
Pipe, Wood, L. C. L	3	
Pipe, Wood, C. L	4	
Pipes, Organ, boxed	1½	1
Pipes, Tobacco, in boxes	1	
Pitch, in barrels, L. C. L	5	
Pitch, in barrels, C. L	K	
Planters; see under Agricultural Implements.		
Plaster Boards, L. C. L		4
Plaster Boards, C. L		6
Plaster, Calcined, C. L		O
Plaster, Calcined, L. C. L., 20 per ct higher than C. L. per 100 lbs.		
Plaster Castings	D 1	
Plaster, Land, same as Agricultural Lime		
Plaster Paris, L. C. L	6	
Plaster Paris, C. L	A	
Plated or White Ware	1	
Plates, Paper and Wood, L. C. L	3	
Plates, Paper and Wood, C. L., not less than 21,000 pounds charged for	6	
Plows or Plow Material; see under Agricultural Implements.		
Plumbago (shipper's option), N. O. S	5	
Plumbago (shipper's option), in sacks, barrels or boxes	6	
Poles, Hoop; same as barrel material.		
Poles, Tents; see Tents.		
Polishing Powders and Compounds; see Powders.		
Polish, Stove and Shoe; same as Blacking.		
Porcelain Ware	1	2
Pork and Beef; see Beef.		
Porter; same as Ale.		
Post hole Diggers	2	
Potash, Ball, packed	5	
Potash, German, Muriate and Sulphate, L. C. L	5	
Potash, German, Muriate and Sulphate, C. L; same as Fertilizers.		
Potash, N. O. S	5	
Potatoes in barrels, L. C. L., estimated 175 lbs. per barrel	3	6
Potatoes, in sacks, L. C. L	4	5
Potatoes, in barrels, crates, boxes, sacks or in bulk, in car-load quantities, released, except between points where special rates are provided		6
Mixed car-loads of Apples, Pears, Onions, Potatoes, Cabbages, Turnips and Beets may be taken at the same rate as straight car-loads of either article.		
Poultry, Dressed; see Meats.		
Poultry, Live, in coops	1	
Poultry, Live, C. L.; see Live Stock.		
Powder, Bleaching; see Lime, Chloride.		
Powder, Common Black	1	
Powder, N. O. S., and other high Explosives. Special contract of each line.		
Powder'd Leav's; see Leaves.		
Powders, Baking and Yeast	3	
Powders, Cattle, Horse or Condition	1	
Powders, Polishing	3	
Powders, Soap	5	
Powders, Horse; see under Agricultural Implements.		
Preserves, in glass, packed	1	2
Preserves, in cans, boxed, L. C. L	4	
Preserves, in cans, boxed, C. L	5	
Preserves, in wood, N. O. S	3	
Presses, Cider	4	
Presses, Copying	2	
Presses, Printing; see Machinery.		

Digitized by Google

	Class.	Class if Released.
Presses, Hay and Cotton; see under Agricultural Implements.		
Printed Matter, in sheets, box'd, prepaid	2	
Printers' Cabinets, crated or bxd	1	
Printers' Cases, in bundles or racks, O. R. B	1	
Printers' Roller Composition	3	
Prune Juice in casks or barrels	2	3
Pruners, Tree, in bundles	1	
Prunes; see under Fruit.		
Pulley Blocks; see Blocks, Pulley.		
Pulleys; see Machinery.		
Pulp, Paper	A	
Pulp, Wood (fibre)	A	
Pumice Stone	3	
Pumps and Pump Material, wooden, L. C. L	3	
Pumps and Pump Material, wooden, C. L	4	
Pumps, Endless Chain	1	2
Pumps, Hand, not packed	1	
Pumps, Steam and Power	2	
Pumps, Hand, Steam and Pow'r, K. D., packed	3	4
Purifiers; see under Agricultural Implements.		
Putty	5	
Q		
QUICKSILVER, in iron flasks	1	
Quills, Goose and Turkey, in bales, barrels, boxes or crates	1	
R		
RADIATORS, STEAM, L. C. L	4	
Radiators, Steam, C. L	5	
Radiators, N. O. S., not packed	1	
Radiators, N. O. S., packed	3	
Rags, in sacks or crates	3	
Rags, Bones, Scrap Iron, mixed C. L., not less than 20,000 lbs. to be charged for	A	
Rags, in barrels or hogsheads	4	
Rags, pressed, in bales	A	
Rails, Iron and Steel, returned, C.L.; same as Scrap Iron.		
Railing; see Iron.		
Railroad Car Trucks; same as Car Wheels and Axles.		
Raisins	4	
Rakes; see under Agricultural Implements.		
Range Boilers; see Boilers.		
Rattan	1	
Rat Traps; see Traps.		
Reapers; see under Agricultural Implements.		
Red Lead; same as Paints.		
Reeds; see Willow.		
Reflectors, packed	D 1	1
Refrigerators, pckd or wrapped	2	3
Refrigerator Material, thoroughly K. D		3
Re-Gins or Cotton Linters; see Cotton Linters.		
Retorts, Clay, L. C. L	1	3
Retorts, Clay, C. L., released		5
Retorts, Copper	2	
Retorts, Iron	6	
Retorts, Soda Water	4	
Rice, in boxes or kegs	3	
Rice, C. L., minimum wght. 20,000 lbs.; see Sp'cial Rates.		
Rice, cleaned, C. L., 24,000 lbs	6	
Rice, Rough	D	
Rice, N. O. S	6	
Rice, Chaff, C. L.; see Special Rates.		
Rivets; see Iron.		
Roasters, Coffee and Peanut		D 1
Roasters, Cotton Seed, released		1
Robes, Buffalo		D 1
Rock, Bituminous, in barrels or casks, L. C. L	6	
Rock, Bituminous, C. L; same as Cement.		
Rods, Fishing	D 1	
Rollers, Field; see under Agricultural Implements.		
Rollers, Printers'	1	
Rollers, Sugar; same as Iron Castings.		
Roofing, Composition	4	
Roofing, Felt, in bundles or rolls	5	
Roofing, Glass; see under Glass and Glassware.		
Roofing, Granite, pac ed	5	
Roofing, Iron; see Iron.		
Roofing, Slate, L. C. L	6	
Roofing and Paving, Slate, C. L., 24,000 pounds minimum		K
Roofing, Tile; see Pipes.		
Roofing, Tin, in rolls; see Tin.		
Root, Angelica, in bbls. or boxes	1	
Roots and Herbs, value limited to not over 6c. per lb., L. C. L	5	
Roots and Herbs, value limited to not over 6c per lb, C. L	6	
Roots and Herbs, N. O. S	3	4
Rope, Bed Cord, L. C. L	4	
Rope, Bed Cord, C. L	6	
Rope, Clothes Line, L. C. L	4	
Rope, Clothes Line, C. L	6	
Rope, N. O. S., L. C. L	4	
Rope, N. O. S., C. L	6	
Rope, Wire	5	
Rosin, L. C. L	6	
Rosin, C.L.; see Special Rates		
Rubber Belting; see Belting.		
Rubber Car Springs; see Springs.		
Rubber Clothing; see Cloth'g		
Rubber, Old Scrap, in bales	6	
Rubber Goods, N. O. S	1	
Rubber Hose; see Hose.		
Rubber Packing; see Pack'g.		
Rugs; see Mats		
Rustic Work, not boxed	3 T 1	1
Rustic Work, crated	1	
Rustic Work entirely boxed	2	
Rye	D	
S		
SACKS; see Bags.		
Saddlery, Horse Collars, N. O. S.	2	
Saddlery, Horse Collars, Bark or Shuck	4	
Saddlery, Harness, boxed	2	
Saddlery, Harness, in bundles	1	
Saddlery, N. O. S	2	
Saddles, not boxed	1	
Saddles, boxed	2	
Saddletrees, not boxed	1	
Saddletrees, boxed	2	
Sadirons, packed in boxes	2	
Sadirons; see Iron.		
Safes, Iron, each weighing 3,000 pounds or less	4	
Safes, Iron, each weighing over 3,000 lbs. and not over 6,000 lbs	3	
Safes, Iron, each weighing over 6,000 lbs. and not over 10,000 lbs.	2	
Safes and Vaults, Iron, each weighing over 10,000 pounds.	1	
Safes, Meat, Pantry, Kitchen or Cheese; see under Furniture.		
Sago, in bags, boxes or barrels	3	
Salts	1	
St John's Bread, in bbls. or bxs.	1	

Digitized by Google

	Class.	Class if Released.
Saleratus	4	
Salt, in sacks, L. C. L.	K	
Salt, in sacks, C. L.	O	
Salt Cake; see Cake.		
Salt, Table	5	
Salts, Bleaching, in bbls. or casks	6	
Salts, Bleaching, N. O. S.	4	
Salts, Epsom, in casks or bbls.	5	
Salts, Epsom, N. O. S.	4	
Saltpetre, L. C. L.	5	
Saltpetre, C. L.; same as Fertilizers.		
Samp; same as Hominy.		
Sand, C. L.	P	
Sand, L. C. L., in barrels	6	
Sand or Dust, Moulding	5	
Saratoga Chips; same as Crackers.		
Sardines; see Fish.		
Sash, Doors and Blinds; see Blinds.		
Sash, Glazed, L. C. L.	1	4
Sash, Glazed, C. L.	5	6
Sash, Weights; see Iron.		
Sauce, Pepper, in glass, packed,	1	2
Sauce, N. O. S.	1	
Sauerkraut, in barrels	4	6
Sausage	6	
Sausage Casings, in bbls. or kgs	4	
Saw-mills; see Machinery.		
Saw-dust, in barrels	6	
Saws, Circular, packed	1½	
Saws, Drag	2	
Saws, Drag, with Horse-power	5	
Saws, N. O. S., packed	1	
Scales and Scale Beams, unboxed, wrapped	1	
Scales and Scale Beams, K. D., packed	2	
Scrapers; see under Agricultural Implements.		
Screens, N. O. S., O. R. B.	D 1	
Screens, Door or Window, Wire, in bdls. bxs or crates, O. R. B.	1	
Screens, Door or Window, Wire, O. R. B., car-loads	6	
Scenery, Stage, Theatrical Paraphernalia and Panoramic Outfit, L. C. L.	D 1	
Scenery, Stage, Theatrical Paraphernalia and Panoramic Outfit, C. L.	4	
Scythe Stones	3	
Scythes; see under Agricultural Implements.		
Sea Grass, pressed in bales	4	
Seed.		
Seed, Corn, in barrels or sacks	5	
Seed, Corn, in boxes	2	
Seed, Cotton, less than 2,000 lbs.	3	
Seed, Cotton, L. C. L., 2,000 lbs. or over	6	
Seed, Cotton, C. L.	D	
Seed, Cotton, hulled		3
Seed, Flax, L. C. L.	3	
Seed, Flax, C. L.	6	
Seed, Garden, L. C. L.	2	
Seed, Garden, returned	4	
Shipment to be over same line or road over which it was originally forwarded.		
Seed, Garden, C. L.	4	
Seed, Grass and Clover	3	
Seed, Linseed	3	
Seed, Millet, L. C. L.	3	
Seed, Millet, C. L.	5	6
Seed, Mustard	3	
Seed, N. O. S.	2	
Seed, Sorghum, C. L.	5	6
Separators; see under Agricultural Implements.		
Shadines; see Fish.		
Shafting; see Machinery.		
Sheathing; Metallic, boxed, crated or in bundles, wired	3	
Sheep Dip, Liquid or Powdered, in packages	4	
Sheeting; see Dry Goods.		
Shellac; see Gum.		
Shellers; see under Agricultural Implements.		
Shells, Sea, L. C. L., prepaid	D 1	1
Shells, Sea, C. L., prepaid	5	
Shingles, C. L.; same as common Lumber.		
Shingles, L. C. L., 20 per cent. higher than Class K.		
Shingles, Metallic, boxed	4	
Shipstuffs; see Bran.		
Shirting; see Dry Goods.		
Shirts	1	
Shoddy, in bales or crates	3	
Shoddy, in sacks	2	
Shoe Findings; see Findings.		
Shoe Lasts; see Lasts.		
Shoe Pegs; see Pegs.		
Shoe Polish; same as Black'g		
Shoes and Boots, L. C. L.	1	
Shoes and Boots, C. L., 20,000 pounds, minimum	2	
Shoes, Horse and Mule; see Horse Shoes.		
Shooks and Heading, in bdls. for bbls, L. C. L., 20 per cent. higher than Class K.		
Shooks and Heading, in bundles, for barrels, C. L.	O	
Shorts; see Bran.		
Shot, in bags or boxes	2	
Shot, in kegs or double sacked.	2	
Shovels; see under Agricultural Implements.		
Show Cards; see Signs.		
Show Cases, entirely boxed	D 1	1½
Show Cases, not entirely boxed, not taken.		
Shrubbery; see Trees.		
Shucks or Husks, compressed in bales, L. C. L.		6
Shucks or Husks, compressed in bales, C. L., minimum weight 20,000 pounds		K
Shuttle Blocks, packed, L. C. L.,	6	
Shuttle Blocks, packed, C. L., (shipments all rail may be taken loose)	A	
Shuttles, packed	5	
Sieves, Tin, nested, pkd in boxes	2	
Sieves, Wire, packed	3 T 1	
Signs, Card, Metallic or Wood, boxed, prepaid	2	
Signs, Glass; see under Glass and Glassware.		
Signs, Trade, not glass, prepaid.	1	2
Silex, in barrels	6	
Sizing, for Factories; L. C. L.	4	
Sizing, for Factories, C. L.	5	
Skins, Deer, pressed in bales	2	
Skins, Fur and Peltries, value limited to 25 cts. per lb. in bags	D 1	1
Skins, Fur, Peltries, value limit'd to 25 cts. per lb. press'd in bales	1	2
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing the limitations expressed.		

Digitized by Google

	Class.	Class if Released.
Agents must respect this rule and require acceptance by the shipper.		
Skins, Fur and Peltries, N. O. S.,	D 1	
Skins, Sheep, Dry, baled	1	
Skins, Sheep, Green, in bundles,	2	
Skins, Sheep, Salted, in bundles,	3	
Slate Roofing; see Roofing.		
Slate, Fencing or Curbing, L. C. L	4	5
Slate, Fencing or Curbing, C. L.,	5	6
Slate Lintels, Window Sills, Copings, Stairways and Ridge-poles, L. C. L	3	4
Slate Lintels, Window Sills, Copings, Stairways and Ridge-poles, C. L	4	5
Slate, Mantels, packed	2	3
Slate Pencils, boxed	3	
Slate, Billiard Table Bed	1	2
Slate Blue boards	2	3
Slate Cisterns, packed	2	3
Slates, School, L. C. L	3	
Slates, School, C. L	4	
Sledges; see Iron.		
Slush, Soap Stock, or similar material for manufacturing Soap, in barrels	6	
Smoke Stacks (shipper's option)	1	
Snaths; see under Agricultural Implements.		
Snuff, in casks, barrels or boxes,	2	
Snuff, in jars, packed	2	
Snuff, in jars, not packed	D 1	
Soap, Castile and Fancy	2	
Soap, Common, in boxes	6	
Soap Softener (liquid) in barrels,	4	
Soap Stock; see Slush.		
Soapstone, packed	2	
Soapstone, Crude, C. L	P	
Soda, in kegs, boxes and drums,	5	
Soda, in wooden cans or drums, metal-lined	5	
Soda Ash and Sal-Soda	6	
Soda, Caustic, in iron casks or drums	6	
Soda Fountains; see Fountains.		
Soda Fountain Retorts	4	
Soda, Nitrate and Sulphate, L. C. L	6	
Soda, Nitrate of, C. L.; same as Fertilizers.		
Soda, Silicate	6	
Solder	5	
Sorghum, in bbls. or hhds	5	6
Spades; see under Agricultural Implements		
Spelter, in slabs or casks	5	
Spices; see Pepper.		
Spindles, packed	6	
Spikes; see Iron.		
Spokes and Shafts; see Vehicles.		
Spokes, Rims and Hubs, and other wood for vehicles, rough or finished, packed or in rolls, strapped or securely tied in bundles	A	
Spokes, rough, unturned, crated or in bundles, C. L., (shipments all rail may be taken loose)		P
Spokes, rough or finished, pckd. or in rolls, strapped or securely tied in bundles, L. C. L	A	
Sponge	D 1	
Spool-barrels, packed	6	
Spools, Paper	6	
Spools, Cotton, returning to be filled	6	
Sprayers, Garden, K. D., completely, boxed and released		1
Spreaders; see under Agricultural Implements.		
Springs, Bed; see under Furniture.		
Springs, Car, Rubber, loose	4	
Springs, Car, Rubber, boxed	5	
Springs, Car, N. O. S	6	
Springs, Vehicle; see Vehicle.		
Springs, Wire, loose or in bundles, not taken.		
Springs, Wire, packed in barrels or casks	3	
Springs, Wire, packed in boxes,	2	
Starch, Corn	3	
Starch, except Corn Starch	5	
Stationery	2	
Statues, at option of initial road or steamers	3 T 1	D 1
Staves; same as Common Lumber.		
Steam Gauges and Steam Heaters; see Machinery.		
Steam Shovels	3	
Steam Yachts, minimum wght. 10,000 pounds	2	
Steel, not packed; see Iron		
Steel, packed; same as Hardware.		
Steel Stay Guards for Wire Fence; same as Fence Wire.		
Steelyards, K. D. and packed	2	
Steelyards; unboxed	1	
Stereotype Plates, boxed	1	
Stereotype Plates, Newspaper, old, returned to manufacturers, value limited to five cents per pound, packed	1	3
Stills, Worm crated	1	3
Stirrups, Wooden, in bundles or crates	2	
Stone, Lithographic	1	2
Stone, N. O. S.; see Marble and Granite.		
Stoneware; same as Earthenware.		
Stools, Piano	1	
Stove Boards, boxed or crated	3	
Stove Pipe; see Pipe.		
Stoves, Gas and Oil, boxed	1	
Stoves, Stove Plates, Stove Furniture and Hollowware, L. C. L.	1	3
Stoves, Stove Plates, Stove Furniture and Hollowware, C. L., not less than 20,000 pounds	3	5
Straw, pressed, in bales, L. C. L.,		6
Straw boards; see Paper.		
Straw Goods; same as Dry Goods, N. O. S.		
Straw Bottle Covers; see Covers, Bottle		
Stucco, Powder, C. L	A	
Sugar, in bags	2	4
Sugar, in boxes, strapped	4	5
Sugar, in boxes, not strapped	2	4
Sugar, in barrels and hogsh'ds	6	
Sugar, Cane, prepaid	6	
Sugar, Grape	6	
Sulphates; see under Ammonia, Potash and Soda.		
Sulphur, in boxes, L. C. L	1	
Sulphur, in barrels, L. C. L	5	
Sulphur, C. L.; same as Fertilizers.		
Sumac, Extract, in bbls. or cases,	4	5
Sumac, Ground	4	
Sumac, Leaf, C. L., not less than 16,000 pounds	5	K
Sumac, Leaf, L. C. L	3	5
Surgical Instruments, boxed	D 1	

Digitized by Google

	Class.	Class if Released.
Sweepings and Motes, Cotton	A	
Sweepings, Factory	A	
Syrups in bbls. or hogsheads	5	6
Syrups, in cans, bxd or in kegs.	3	4
Syrups, in glass, boxed	1	2
T		
TABLES; see under Furniture.		
Tacks, Iron, in kegs or barrels	5	
Tacks, N. O. S	2	
Taggers' Iron; same as Tin Plate.		
Talc	6	
Tallow, in barrels	B	
Tallow, N. O. S	5	
Tamarinds, in boxes or kegs	2	
Tanks, Iron, not over 30 feet long; same as Boilers.		
Tan Bark stick, in sacks, L C.L., 20 per ct. higher than Class K.		
Tan Bark stick, C. L.; same as Common Lumber.		
Tanks, Oil, Cellar or St're, empty; loaded in box cars, O. R B	D 1	
Tanks, Oil, Cellar or store empty, requiring flat or Gondola car, minimum weight 5,000 pounds each, O. R. B	1	
Tank, Wood, S. U	D 1	
Tanks, Wood, K. D., packed	6	
Tanks, Oil, Cellar or Store, K.D., with pump, hood and measures packed inside the body of the can, O. R. B	1	
Tanks, N. O. S	3 T 1	
Tank Cars, empty, returning over same road, having carried forward loaded, no charge. When hauled empty over a road not having carried the car loaded or sent forward empty to be returned loaded, a charge of five cents per mile will be made, which charge will be refunded when returned loaded over the line having carried it empty. Mileage will be allowed both ways when going or returning loaded, but no mileage will be allowed on the empty going until returned loaded. Tank cars in all cases to be furnished by shipper or connecting road.		
Tapioca, in boxes, barrels or bags	3	
Tar, L. C. L.	S	
Tar C. L	K	
Tar, Coal; same as Asphalt		
Targets, Sportsmen's Flying, in boxes or barrels L. C. L.	1	3
Targets, Sportsmen's Flying, C. L	3	5
Tea	1	
Telegraph Cross arms and Insulator Brackets or Pins	6	
Telephones, boxed	3 T 1	D 1
Tents, Tent Poles and Pins	2	
Terra Cotta, in packages	2	3
Terra Cotta, Architectural, C L		6
Terra Cotta, for Architectural purposes, packed in tierces or casks, L. C. L.	2	4
Terra Japonica	4	
Thread	1	
Threshers; see under Agricultural Implements.		
Ties, Cotton and Hay	A	
Tile, Drain and Roofing; see Pipe.		
Tile, Fire, for Lining, etc	4	
Tile, Floor and Marble	4	
Tile, Hollow, Fire proof, C. L	4	A
Tin, Block and Pig	5	
Tin, Flour Receptacles; same as Cans, Empty.		
Tin, Plate, in boxes, O. R. wet rust and damage to Tin or package, L. C. L	4	5
Tin, Plate, in boxes, O R. wet, rust and damage to tin or package, C. L	5	6
Tin, Roofing, in rolls	5	
Tin, Scrap, in rolls or bundles, wired or crated	6	
Tin Foil	2	
Tinner's Trimmings, N. O. S	2	
Tinware, N. O. S., in bxs or bbls.	1	
Tinware, N. O. S, nested, pkd in cases	3	
Tinware, Stamped, nested, solid, no other goods in same pkge	4	
Tinware, Stamped, C. L., 24,000 pounds minimum, not pack'd, and loaded solid in car	4	
Tires, Locomotive	6	
Tires, Wagon; see Iron.		
Tobacco Box Material; same as Box and Barr'l Material.		
Tobacco, Cut in bxs, bbls or bales	1	
Tobacco, Leaf, in cases	3	
Tobacco Samples (Leaf), released, in boxes or cases, weighing not over 100 lbs.; same as Leaf Tobacco, in hogsheads.		
Tobacco, loose in car, on the stick, loaded and unloaded by owners, C. L., 10,000 pounds minimum		4
Tobacco, Plug, in boxes or kegs.	2	3
Tobacco, Smoking	1	
Tobacco Stems, in bales or hhds	6	
Tobacco Stems, ground, to be manufactured into Fertilizers; same as Fertilizers.		
Tobacco, unmanufactured, in boxes, crates, bales or baskets	3	4
Tobacco, unmanufactured, loose, not less than 16,000 pounds, charged for	1	3
Tobacco, unmanufactured, in casks or hogsheads	4	
Tobacco unmanufactured, in hogsheads or tierces	J	
Tobacco Screws and Fixtures; see und'r Machin'ry.		
Tobacco Box Material, rough, in the plank or board, car-loads		O
Tobacco Box Material, dressed, in the plank or board, car-loads		A
Tobacco Dryers, K. D., crated or in bundles		6
Tobacco Sticks, Flues, Baskets and Furnaces, in mixed car-loads, 10,000 pounds minimum, to be charged for	4	6
Tobacco Sticks, any quantity, prepaid		A
Tongues, pickled, in bbls or kegs	4	
Tongues, Smoked	3	
Tonqua Beans; see Beans.		
Tools, Edge	2	
Tools, Mechanics', boxed	2	
Toothpicks	2	
Tow, in bales	2	
Tow, in bales, compressed	3	

Digitized by Google

	Class.	Class if Released.
Toys.		
Toys, Alphabet and Building Blocks, wood or stone	1	
Toy Banks, Iron, boxed, solid cases; same as Hardware	2	
Toys, Children's, Sleds or Sleighs, in bundles	D 1	
Toys, Children's, Wheelbarrows, in bundles	D 1	
Toy Drums, boxed, O. R.	D 1	
Toys, Hobby Horses, entirely boxed or crated	D 1	
Toys, Iron, N. O. S., solid cases	2	
Toys, Mixed, packages	1	
Toys, N. O. S.	1	
Toy Trunks	1½	
Toy Wagons, K. D., packed	2	
Toys, Wax Show Figures	D 1	
Trains, Sugar; see Mills und'r Agricultural Implements		
Traps, Fly	D 1	
Traps, Mouse and Rat	1	
Traveling Bags; see Bags.		
Treenails	6	
Tree nails, C. L., 20 per cent. higher than Class P.		
Trees and Shrubbery, baled, prepaid or guaranteed, L. C. L.	D 1	2
Trees and Shrubbery, baled, prepaid or guaranteed, C. L.	1	3
Trees and Shrubbery, boxed, prepaid or guaranteed, L. C. L.	1	3
Trees and Shrubbery, boxed, prepaid, C. L., 20,000 pounds minimum		5
Tripe	6	
Tripoli	4	
Trucks, Warehouse and Factory	3	
Trunks, empty, or filled with Merch'dise, corded or wrapp'd	1	
Trunks, fill'd with Merchandise, not corded or wrapped	D 1	
Trunks, filled with Personal Effects, corded or wrapped	3 T 1	1
Trunks, Packing, nested	1	
Trunks, Sample, empty	D 1	1
Sample Trunks or other Trunks, when containing samples, should take the Classification provided for "Trunks, filled with Merchandise."		
Trunks, N. O. S.	D 1	
Tubs, Bath, boxed	1	
Tubs, Bath, not boxed	D 1	
Tubs, Bath, in nests	2	
Tubs, Iron, Bath	1	3
Tubs, N. O. S; same as Woodenware.		
Tumblers; see Glass and Glassware.		
Turnips, L. C. L.	3	6
Turnips, in barrels, crates, boxes or in bulk, in car-load quantities, released, except between points where special rates are provided		6
Mixed car-loads of Apples, Pears, Onions, Potatoes Cabbages, Turnips and Beets may be taken at the same rate as straight car-loads of either article.		
Turpentine, Spirits, in cans, bxd	D 1	2
Turpentine, Spirits, in barrels L. C. L. (Special)	3	
Turpentine, Spirits or Crude, C. L., or L. C. L.; see Special Rates.		
Twine	3	
Type, boxed	2	
Type Metal, in pigs	4	
Type Metal, old, in bbls. or kegs	3	
Type Writers, boxed	D 1	1
U		
Umbrellas, boxed	1	
Urns, Iron; see Iron.		
V		
Valves, Metal, boxed	2	
Valves, Metal, in kegs, barrels or casks	3	
Varnish, in barrels or kegs	2	
Varnish, in cans, boxed	2	
Varnish, in cans, not boxed	1	
Vaseline, in cans, packed	2	
Vaseline, in glass, packed	1	
Vegetables, desiccated	4	
Vegetables, in cans, L. C. L.	4	
Vegetables, in cans, C. L.	5	
Vegetables, N. O. S., prepaid or guaranteed		3
Veneering, boxed	1	
Veneering, not boxed	D 1	
Vermicelli	1	
Vinegar	2	
Vinegar, O. R. le'kage or br'ak'ge		5
Vinegar, prepaid and released		6
Vinegar Shavings or Chips, in bags	5	
Vises, Iron	4	
Vitriol, Blue, in barrels	5	
Vehicles and Materials.		
FOR VEHICLES, AS FOLLOWS:		
In all items under heading of Vehicles, the term "Wagons" is intended only to apply to rough, cheap farm wagons, with or without springs, and is NOT INTENDED for buggies or varnished pleasure or business wagons, which articles, and articles of like character, take same classes as Buggies, Trotting Wagons, etc.		
Bicycles; see under Velocipedes.		
Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, set up, L. C. L., actual weight	4 T 1	3 T 1
Carriages, Buggies and Trotting Wagons, L. C. L., K. D., boxed or well crated, value not to exceed $15 per 100 pounds in case of total loss, for which carrier is liable	D 1	1
Carriages, Buggies or Trotting Wagons, L. C. L., K. D., boxed or well crated, value over $15 per 100 pounds in case of total loss, for which carrier is liable	D 1	1½
Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, boxed or well crated, C. L., charged at not less than 15,000 pounds, excess weight in proportion	3	4
In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon Bills of Lading, and shipper must be required to accept in writing		

Digitized by Google

	Class.	Class if Released.
the limitations expressed. Agents must respect this rule and require acceptance by the shipper.		
Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, loose, C. L., charged at not less than 24,000 pounds; excess weight in proportion	3	4
Buggy and Carriage Tops, K. D., flat, folded or wrapped	D 1	
Buggy and Carriage Tops, K. D., flat, boxed or crated	1½	
Buggy and Carriage Tops, S. U., boxed or crated	3 T 1	
Carriage and Buggy Shafts and Poles, fully wrapped, shipped separate from vehicles	D 1	1
Carriages, Children's, set up, not boxed	3 T 1	
Carriages, Children's, set up, boxed	D 1	
Carriages, Children's, knocked down, in boxes, bundles or crates	1	
Cars, Railroad Rolling Stock Equipment, as follows:		
Cars, K. D., not less than 24,000 pounds to be charged for as a car-load, to be loaded and unloaded by owners, and at owner's risk, special iron rate.		
Cars, Standard Gauge, on their own wheels, viz: Parlor and Sleeping Cars, 15 cents per mile; Coaches, Baggage, Mail and Express Cars, 10 cents per mile; Box, Cab, Tank or Stock Cars, 6 cents per mile; Coal, Gondola or Dump Cars, 5 cents per mile.		
Cars, Flat, upon their own wheels, 4 cents per mile, and when one or more cars are loaded on a Flat, 3 cents per mile for those loaded on the Flat and 4 cents per mile for the Car on wheels carrying the others.		
Short line mileage, with the Arbitraries, if any, of the short line added, to be used in computing the above rates.		
Not less than 75 miles to be charged for in computing rates for short distances.		
Cars, Railroad, Hand, Lever or Crank, L. C. L.	1	
Cars, Railroad, Hand, Lever or Crank, K. D., L. C. L.	2	
Cars, Railroad, Hand, Lever or Crank, K. D., released, car loads, minimum weight 24,000 pounds, special iron rate.		
Cars, Street, single, actual weight	D 1	
Cars, Street and Omnibuses, two or more on a car, not less than 20,000 pounds charged for	5	
Carts, Road, Village or Pleasure; same as Buggies.		
Fifth Wheels, loose or tied, in bundles or boxes, L. C. L.	2	
Fifth Wheels, in barrels, L. C. L	5	
Fifth Wheels, C. L.	6	
Gears, Running, of Speeding Training, Phæton, Village or Road Carts	D 1	
Gears, Running, of Speeding Training, Phæton, Village or Road Carts, ironed and in white, in bundles or crates	1½	
Gears, Running, of Speeding, Training, Phæton, Village or Road Carts, ironed and in white, K. D., in bundles or crates	1	
Gigs and Sulkies, K. D., boxed or well crated, L. C. L.	3 T 1	D 1
Hose Reels and Hook and Ladder Trucks; same as Carriages.		
Locomotiv's and Tenders mov'd by their own power, owner to furnish fuel and crew, carrier to furnish pilot, 15 cents per mile.		
Locomotives and Tenders, dead, standard gauge, on their own wheels; connecting rods and small parts, liable to be damaged, to be taken off and bxd, 20 cents per mile.		
Locomotives and Tenders, loaded wholly on flat cars, 25 per ct. higher than the above. When it is desired to send a man in charge of Locomotives, he may be passed one way.		
Short all-rail line mileage, with the Arbitraries, if any, of the short all-rail line added, to be used in computing the above rates.		
Not less than 75 miles to be charged for in computing rates for short distances.		
Locomotives, loaded on flat cars, and weighing less than 40,000 pounds; same as Machinery, N. O. S.		
Materials, Vehicle, Iron, Boxes and Skeins, loose	3	
Materials, Vehicle, Iron, Boxes and Skeins, boxed	2	
Materials, Vehicle, Iron, Boxes or Skeins, in bbls or casks; see Iron.		
Materials, Vehicle, Seats and Carriage Springs, Iron	6	
Materials, Vehicle, Wheels and Bodies, unfinished, L. C. L.	3	
Materials, Vehicles, Wheels and Bodies, unfinished, C.L., 15,000 pounds charged for	5	
Materials, Vehicle, Wood, Hubs, Spokes, Shafts, Bows, Felloes Single-trees, unfinished, etc., L. C. L	4	
Materi'ls, Vehicle, the same, C.L., not less than 15,000 lbs, ch'g'd for	6	
Singletrees and Doubletrees, finish'd, bxd, crat'd or in bundles	2	
Stage Coaches, Omnibuses and Hearses, single, actual weight	4 T 1	3 T 1
Steam Shovels; same as Locomotives.		
Velocipedes, Bicycles or Tricycles, K. D. and boxed	1	
Velocipedes, Bicycles or Tricycles, set up, securely bxd	1½	
Velocipedes, Bicycles and Tricycles, K. D. and crated	D 1	
Velocipedes, Bicycles or Tricycles, set up, crated	3 T 1	
Velocipedes, Bicycles or Tricycles, set up, not bxd or crated not taken.		

Digitized by Google

	Class.	Class if Released.
Velocipedes, Railroad	1	
Wagons and Carts, Farm or Lumber, set up, actual weight	D 1	1½
Wagons and Carts, Farm or Lumber, tak'n apart and thor'ghly knocked down, actual weight	3	4
Wagons and Carts, Farm and Lumber, C. L., charged at not less than 24,000 pounds	4	6
Wagons, Children's; same as Children's Carriages.		
Wagons, Mining, set up, L. C. L.		4
Wagons, Mining, smaller parts boxed		5
Wagons, Mining, K. D. or set up, C. L., 24,000 pounds		6
Wagons, Oil Tank, minimum weight 4,000 pounds	1	
Wagons, Street Sprinklers	D 1	1½
Wagon Parts, Wood, Unpainted, K. D. and packed in crates or bundles	5	
Wag'n Seat Awnings and Apr'ns not leather, K. D. flat	2	
Wagon Tires; see Iron.		

W

WADDING	D 1	
Wagon Jacks; see Jack Screws.		
Wall Plaster; same as Lime.		
Washboards	3	
Washers; see Iron.		
Washing Fluid, in carboys, bxd		1
Waste, Cotton or Woolen, Jute or Tailings, in bags	2	
Waste, Cotton or Woolen, Jute or Tailings, pressed, in bales	6	
Water, Ammonia; see Ammonia Aqua.		
Water Coolers and Filters; see Coolers.		
Waters, Mineral, in wood, L.C.L.	4	5
Waters, Mineral, in wood, C. L.	5	6
Waters, Mineral, in glass or stone, packed, L. C. L.	3	4
Waters, Mineral, in glass or stone, packed, C. L.	5	6
Waters, Ærated (such as Moxie); same as Mineral Waters.		
Wax	3	
Wax, Comb Foundation, boxed	2	
Wax, Extractors, crated	1	
Wax Paraffine	1	
Wedges; see Iron.		
Well Curbing	2	
Whalebone	1	
Wheat	D	
Wheat, Cracked, in bbls., L.C.L.	5	
Wheat, Cracked, in bbls., C. L.	6	
Wheat, Cracked, in boxes, bags or sacks, L. C. L.	4	
Wheat, Cracked, in boxes, bags or sacks, C. L.	5	
Wheelbarrows; see under Agricultural Implements.		
Wheels and Axles, Car; see Iron.		
Wheels, Vehicle; see Materials under Vehicles.		
Wheels, Water; see Machinery.		
Whips	1	
Whiskey; see Liquors.		
White Lead; same as Paints.		
Whiting, in barrels	6	
Whiting, in boxes	3	
Whiting, N. O. S.	5	
Willow Reeds, in bales	2	
Willow Ware	D 1	
Willow Ware Bask'ts; see B'sk'ts		
Windmills, K. D., in bdls. or bxs	3	
Window Shade Cloth	1	
Window Shades and Rollers	1	
Wine; see Liquors		
Wines, High; same as Whiskey.		
Wire, N. O. S.	3	
Wire, Copper and Insulated, on reels or in coils	3	
Wire, Iron or Steel, N. O. S.	4	
Wire, Telegraph and Telephone	6	
Wire, Cloth	1	
Wire, Fence, Barb'd or otherwise	6	
Wire Fence; same as Iron Railing and Fencing.		
Wire Goods, boxed, N. O. S	1	
Wire Mattresses; see Furniture.		
Wire Rope; see Rope.		
Wire Screens	1	
Wire Work, R'cks, St'nds, Vases, Signs and Fig'res, bxd or crat'd	3 T 1	D 1
Wire Work, Woven, Table, Toilet and Household Articles, bxd or crated	D 1	1
Wood, Fire, see Circular 14.		
Wood, C. L.	S	
Wooden Buckets and Palls, C.L., 15,000 pounds minimum	4	5
Wooden Butter Dishes, packed in cases, L. C. L.	5	
Wooden Cov'rs; see C'v'rs, W'd'n		
Wooden Bottle Covers; see Covers, Bottle, Wooden.		
Wooden Ware, N. O. S.	1	3
Wooden Ware does not include Willow Ware, which is D 1.		
Wood, Cedar, in Shape for Lead Pencils, packed, L. C. L.	3	
Wood, Cedar, in Shape for Lead Pencils, packed, C. L.	5	
Wood Screws, in casks or boxes	2	
Wooden Skewers, Butchers	4	
Wool, wash'd, in bgs, not press'd	2	
Wool, unw'sh'd, in bgs, not pres'd	4	
Wool, Mineral	3	5
Wool, N. O. S., pressed in bales	3	
Woolen Goods	2	
Wringers, Clothes, packed	2	
Wringers, Clothes, not packed	D 1	

Y

YARNS, N. O. S.	3
Yarns, Cotton; see Dry Goods.	
Yeast, in wood	3
Yeast Cakes, in boxes	3
Yeast Powders; see Powders.	
Yokes	1

Z

ZINC, in blocks or pigs	5
Zinc, Oxide	5
Zinc Paints; see Paints.	
Zinc, in sheets or rolls	4
Zinc Dust, in casks or barrels	6
Zincs, Bat'ry, in bxs or bbls, L.C.L	3
Zincs, Battery, in bxs. or bbls C.L.	6

NOTE.—All specials less than our standard rates heretofore granted by carriers within the jurisdiction of this Commission, and which do not conflict with the law preventing unjust discrimination, until further orders, will be enforced.

Digitized by Google

TABLE A.—Showing Railroads, Mileage and Terminals.

Name of Road.	Terminals.		Distance in N. C.		
	From	To	Main Line	Sidings.	Total.
Atlantic Coast Line System:					
Albemarle and Raleigh	Tarboro	Plymouth	53 83	.90	54.23
Cheraw and Darlington	Wadesboro	Cheraw, S. C.	13.90	.51	14.41
Petersburg	Garysburg	Petersburg, Va	7.18	.49	7.67
Wilmington, Columbia and Augusta	Wilmington	Columbia, S. C	63.33	3.31	66.64
Wilmington, Chadbourn and Conway	Hub	Conway, S. C	24.88	.65	25.53
Wilmington and Weldon	Wilmington	Weldon	161.40	12.14	173.54
Norfolk and Carolina	Tarboro	Pinner's Point, Va	66.11	2.62	68.73
Tarboro Branch	Rocky Mount	Tarboro	14.38	.72	15.10
Scotland Neck Branch	Halifax	Kinston	85.82	1.57	87.39
Midland Branch	Smithfield	Goldsboro	21.50	.13	21.63
Wilson and Fayetteville Branch	Contentnea	S. C. Line	116.20	5.40	121.60
Nashville Branch	Rocky Mount	Spring Hope	19.20	.33	19.53
Clinton Branch	Clinton	Warsaw	13.43	.11	13.54
Washington Branch	A. and R. Junction	Washington	25.15	.30	25.45
Richmond and Danville System:					
Atlantic and Charlotte Air Line	Charlotte	Near Grover, S. C. State Line	42.90	8.11	51.01
Atlantic, Tennessee and Ohio	Charlotte	Statesville	44.00	1.33	45.33
Asheville and Spartanburg	Asheville	Near Tryon, S. C. Line	42.87	1 97	44.84
Charlotte, Columbia and Augusta	Charlotte	Near Pineville, S. C. Line	11.40	2	13.40
Chester and Lenoir (Narrow-Gauge)	Lenoir	S. C. Line, less Newton to Hickory	62 38	2.15	64.53
Danville and Western	Milton	Virginia State Line	.82		.82

Digitized by Google

High Point, Randleman, Ashboro and Southern	High Point	Ashboro	27.80	3.80	31.60
Milton and Sutherlin	Milton	Virginia State Line	.25	.06	.31
North Carolina	Goldsboro	Charlotte	223.20	3	226.20
North Carolina Midland	Winston-Salem	Mocksville	26.11	.83	26.94
Northwestern North Carolina	Greensboro	Wilkesboro	100.21	5.10	105.31
Oxford and Clarksville	Durham	Virginia State Line	49.60	2.44	52.04
Oxford and Henderson	Oxford	Henderson	13.56	.56	14.12
Piedmont	Greensboro	Near Pelham, Virginia State Line	42.30	5.52	47.82
State University	University Station	Chapel Hill	10.20	.12	10,32
Statesville and Western	Statesville	Taylorsville	20.30	.55	20.85
Western North Carolina	Salisbury	Asheville	141	20.51	205.44
	Asheville	Paint Rock	44.40		
	Asheville	Murphy	122.20	3.36	125.56
Yadkin			41	1.27	42.27
SEABOARD AIR LINE SYSTEM:					
Carolina Central	Wilmington	Rutherfordton	264.60	18.10	282.70
Durham and Northern	Durham	Henderson	42.10	1.33	43.43
Georgia, Carolina and Northern	Monroe	Atlanta, Ga	14.30	1.49	15.79
Louisburg	Franklinton	Louisburg	10	.38	10.38
Murfreesboro	Pendleton	Murfreesboro	6.25	.10	6.35
Pittsboro	Moncure	Pittsboro	12	.35	12.35
Raleigh and Gaston	Raleigh	Weldon	97	18.13	115.13
Raleigh and Augusta	Raleigh	Gibson	106.50	5.74	112.24
Roanoke and Tar River	Lewiston	State Line, Virginia	32.30	2.75	35.05
Seaboard and Roanoke	Weldon	Portsmouth, Va	19.02	1.88	20.80
MISCELLANEOUS:					
Aberdeen and Rock Fish	Aberdeen	Candor	9		9

Digitized by Google

TABLE A.—Showing Railroads, Mileage and Terminals—Continued.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
MISCELLANEOUS—Continued.					
Aberdeen and West End	Aberdeen		29.75		29.75
Atlantic and North Carolina	Goldsboro	Morehead City	95	7.28	102.28
Atlantic and Danville	Danville	Portsmouth, Va	22	.40	22.40
Cape Fear and Yadkin Valley	Wilmington	Mt. Airy	247.91	27.26	355.07
	Spurs		79.90		
Carthage	Cameron	Carthage and Extension	21	.60	21.60
Cashie and Chowan	Howard		22	10	32.
Cashie and Roanoke	River		30		30.
Charleston, Cincinnati and Chicago	Marion	Camden, S. C	64.50	2.04	66.54
Danville, Mocksville and Southwestern	Leaksville	State Line	7 80	.20	8
East Tennessee and Western North Carolina	Cranberry	State Line, Tenn	3		3
Egypt	Colon	Egypt	8		8
Glendon and Gulf Manufacturing and Mining C	Gulf		3		3
Hamilton Railway Company	Hamilton	Lawrence	5.50	.50	6
Hoffman and Troy	Hoffman		3.50		3.50
Jamesville and Washington	Jamesville	Washington	22.57		22.57
Laurel River and Hot Springs	Hot Springs		2		2
Marietta and North Georgia	Murphy	State Line	12	1.25	13 25
Norfolk and Southern	Bell Haven, *via* Edenton	Berkley, Va	82.17	10.66	92.83
New Hanover Transit Company	Wilmington	Carolina Beach			3

Digitized by Google

Norfolk and Western—					
Roanoke and Southern Division	Winston-Salem	Virginia State Line	45.65	3.96	49.61
Lynchburg and Durham Division	Durham	Virginia State Line	41.69	1.88	43.57
Moore County	Aberdeen	Flynn	7.50		7.50
Palmetto	Hamlet	Cheraw, S. C.	7	.33	7.33
Raleigh and Western	Egypt		1		1
Suffolk and Carolina	Montrose	Suffolk, Va	25.50		25.50
Suffolk Lumber Company	Gates County	State Line	10		10
Warrenton	Warren Plains	Warrenton	3	.12	3.12
Wilmington, Newbern and Norfolk	Wilmington	Newbern	88	2.80	90.80
Wilmington Railway Bridge Company					2.40
Wilmington Sea Coast	Wilmington	Sea Coast	11		11
Winton	Winton		10		10

Digitized by Google

TABLE B.—Accidents to Persons.

Name of Road.	Passengers.		Employees.		Trespassing.		Not Trespassing.		Total	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Coast Line System:										
Albemarle and Raleigh		1		7	1	3		2	1	13
Cheraw and Darlington				2		1				3
Wilming'n, Columbia and Augusta,	1	2		3					1	5
Wilmington and Weldon		13	3	59	6				9	72
Norfolk and Carolina				1		2				3
Richmond and Danville System:										
Atlanta and Charlotte Air Line	1	1	1	3		4			2	7
Atlantic, Tennessee and Ohio				2						2
Asheville and Spartanburg				3	1	3			1	6
Charlotte, Columbia and Augusta				1						1
Chester and Lenoir (Narrow-Gauge),		1		2		3				6
High Point, Randleman, Ashboro and Southern				1						1
North Carolina		12	1	55	6	10	3		7	77
North Carolina Midland		1		1						2
Northwestern North Carolina		1		10	1				1	11
Oxford and Clarksville				10	2	2			2	12
Oxford and Henderson		2								2
State University			1	1					1	1
Statesville and Western				1						1
Western North Carolina		3	1	33	2	5			3	33
Yadkin				2						2
Seaboard Air Line System:										
Carolina Central				1	4	1			4	2
Durham and Northern					3	1			3	1
Georgia, Carolina and Northern		3	5	53	4	9		2	9	64
Raleigh and Gaston				4						4
Raleigh and Augusta			1	1	2	1			3	2
Seaboard and Roanoke	1		1		2	4			3	5
Miscellaneous Roads:										
Cape Fear and Yadkin Valley	2	2			4				6	2
Charleston, Cincinnati and Chicago,				2					2	
Norfolk and Western—Roanoke and Southern Divis'n, Lynchburg and Durham Divi'n,			2	14	1	2			3	16
Wilmington, Newbern and Norfolk,					1				1	
									61	382

Digitized by Google

TABLE C.—Description of Equipment.

Name of Road.	Locomotives.					Passenger Cars.								Freight Cars.							
	Passenger.	Freight.	Switching.	Total.	Equip'd with Automatic Coupler.	First-Class Passenger.	Second-Class Passenger.	Combination Passenger.	Parlor and Sleeping.	Baggage, Express and Postal	Other Cars.	Total.	Equipped with Train Brake.	Equip'd with Automatic Coupler.	Box.	Flat.	Stock.	Coal.	Others.	Total.	Equipped with Train Brake.	Equipped with Automatic Coupler.
Atlantic Coast Line System:																					
Albemarle and Raleigh	2	1	----	3	1	2	----	2	----	1	----	5	5	5	41	40	----	----	------	81	------	50
Cheraw and Darlington	3	----	----	3	2	2	1	----	----	1	----	4	3	3	12	9	----	----	8	29	------	16
Wilmington, Columbia and Augusta	3	6	----	9	8	4	1	1	----	4	----	10	----	10	113	53	1	----	26	193	26	113
Wilmington, Chadbourn and Conway	1	1	----	2	----	2	1	----	----	----	----	3	3	3	----	11	----	----	1	12	------	4
Wilmington and Weldon	54	----	----	54	42	28	----	4	----	15	5	----	50	51	939	323	10	----	218	1,490	600	986
Norfolk and Carolina	3	12	1	16	14	4	----	1	----	2	----	7	7	7	183	118	----	----	211	512	105	288
Richmond and Danville System:																						
Atlanta and Charlotte Air Line	2	3	----	5	5	2	2	1	----	2	----	5	5	5	40	14	2	----	6	62	10	
Atlantic, Tennessee and Ohio	1	----	----	1	1	1	1	----	----	----	----	2										
Asheville and Spartanburg	----	4	----	4	----	2	----	1	----	1	----	4	4	4	----	1	----	----	1	2		
Charlotte, Columbia and Augusta	5	2	----	----	7	4	1	7	----	5	2	19	----	17	6	16	----	----	25	47	------	4
Chester and Lenoir (Narrow-Gauge)	1	2	----	4	----	2	----	----	----	3	----	5	----	----	39	28	2	----	------	69		
High Point, Randleman, Ashboro and Southern	1	----	----	1	1	1	----	1	----	----	----	2	----	2	3	------	----	----	------	3		
Milton and Sutherlin	1	----	----	1	----	1	----	----	----	----	4	5										
North Carolina	8	12	2	22	8	4	5	----	----	5	1	15	15	15	94	31	1	----	18	144	------	20
North Carolina Midland—(Equipm't of R. & D.)																						
Northwestern North Carolina	3	----	----	3	----	2	2	1	----	----	13	18										

Digitized by Google

TABLE C.—Description of Equipment—Continued.

Name of Road.	Locomotives.					Passenger Cars.									Freight Cars.							
	Passenger.	Freight.	Switching.	Total.	Equip'd with Automatic Coupler.	First-Class Passenger.	Second-Class Passenger.	Combination Passenger.	Parlor and Sleeping.	Baggage, Express and Postal.	Other Cars.	Total.	Equipped with Train Brake.	Equip'd with Automatic Coupler.	Box.	Flat.	Stock.	Coal.	Others.	Total.	Equipped with Train Brake.	Equipped with Automatic Coupler.
Richmond and Danville System—Continued:																						
Oxford and Clarksville	3	----	----	3	3	2	2	2	----	2	----	8	----	4								
Oxford and Henderson	1	----	----	1	1	1	----	1	----	----	----	2	----	----	1	------	----	----	------	1		
Piedmont—(Equipment of R. & D.)																						
State University	1	----	----	1	----	----	----	1	----	----	----	1	----	----	----	------	----	----	------	1		
Statesville and Western—(Equipme't of R. & D.)																						
Western North Carolina	7	10	----	17	11	3	3	----	----	7	16	29	13	13	68	22	15	16	45	166	------	24
Yadkin	1	----	----	1	1	1	----	1	----	----	4	6	1	1								
Seaboard Air Line System:																						
Carolina Central	4	14	3	21	20	5	7	3	2	5	----	22	22	22	230	118	10	----	33	391	------	131
Durham and Northern	2	----	----	2	2	----	1	1	----	----	----	3	3	3	25	------	----	----	------	------	------	25
Raleigh and Gaston	4	22	2	28	19	3	9	5	3	6	1	27	27	27	291	399	3	----	41	734	------	147
Raleigh and Augusta	----	----	2	2	----	----	----	1	----	----	----	1	----	----	37	55	----	----	1	93		
Seaboard and Roanoke	1	3	1	4	4	1	1	1	1	2	----	6	3	3	55	72	----	----	3	130	------	130
Miscellaneous Roads:																						
Aberdeen and Rock Fish	----	1	----	1																		
Aberdeen and West End	----	3	----	3	----	3	----	----	----	----	----	3	----	----	----	54	----	----	7	61		
Atlantic and North Carolina	4	2	2	8	----	2	7	3	1	2	----	15	----	----	44	45	----	5	20	114		

Digitized by Google

Cape Fear and Yadkin Valley	6	14	4	24	16	8	7			6		21		21	310	270	20		26	626		428
Carthage	1			1																		
Cashie and Chowan		3		3			1					1				50				50		
Cashie and Roanoke		3		3				1				1				3			45	48		
Charleston, Cincinnati and Chicago	2	2		4	4	2	1			1	1	5	5	5	70	28		7	1	106		66
Danville, Mocksville and Southwestern—(Equipment of R. & D.)																						
Egypt		1		1				1				1			3	1		23	1	28		
Glendon and Gulf Manufact'ing and Mining Co	1			1																		
Hamilton Railway Company	1			1				1				1				3				3		
Hoffman and Troy		1		1																		
Jamesville and Washington	1	1		2			1					1			1	8			1	10		
Laurel River and Hot Springs		1		1												6				6		
Norfolk and Southern	5	5	3	13	8	6		3		2	1	12	6	11	144	68			59	271		70
New Hanover Transit Company	1			1		4						4				1				1		
Norfolk and Western—																						
Roanoke and Southern Division	3	3		6	6	5		1				6	6	6	29	59				88		
Lynchburg and Durham Division	3	3		6	6	4		3		2		9	9	9	49	63				112		
Moore County		1		1																		
Palmetto	1			1	1			1				1	1		2	2				4	4	
Suffolk and Carolina	2	2	1	5		2	2			1		5			5	82			20	107		
Warrenton	1			1				1				1										
Wilmington, Newbern and Norfolk	3			3	1	5				2		7	7	7	23	40	1			64		16
Wilmington Sea Coast	2	1		3		3	2				7	12			1	1				2		
Winton		3		3												1			20	21		
Total	*201		61	352	190	121	58	50	7	77	55	325	195	258	2858	2,095	65	61	707	5,882		

Equipment for North Carolina in proportion to mileage. *Freight and Passenger.

Digitized by Google

TABLE D.—Cost of Road, Construction and Equipment.

NAME OF ROAD.	Cost of Road.	Equipment.	Average Cost Construction per Mile.	Average Cost Equipment per Mile.
ATLANTIC COAST LINE SYSTEM:				
Albemarle and Raleigh	†$1,493,508 00	$	$ 27,657 00	
Cheraw and Darlington	†174,116 00		13,711 79	
Petersburg	†365,885 35		52,269 34	
Wilmington, Columbia and Augusta	776,799 81	130,137 90	11,506 44	$ 1,927 68
Wilmington, Chadbourn and Conway	190,840 06	12,820 27	7,394 01	495 36
Wilmington and Weldon	†10,208,788 91		22,270 75	
Total	$13,204,938 13			
RICHMOND AND DANVILLE SYSTEM:				
Atlanta and Charlotte Air Line	*†1,152,000 00		26,720 00	
Atlantic, Tennessee and Ohio	550,000 00		12,500 00	
Asheville and Spartanburg	1,182,550 00		28,222 00	
Charlotte, Columbia and Augusta	323,524 00		28,000 00	
Chester and Lenoir (Narrow-Gauge)	403,510 00		6,466 00	
High Point, Randleman, Ashboro and South'n	652,326 19		24,130 00	
Milton and Sutherlin	1,356 00		5,021 00	
North Carolina	†4,975,262 33		22,014 00	
North Carolina Midland	1,041,078 70		40,000 00	
Northwestern North Carolina	2,952,882 32		29,406 00	
Oxford and Clarksville	1,750,147 00		35,481 00	
Oxford and Henderson	528,677 00		40,000 00	
Piedmont	2,500,000 00		52,083 00	
State University	31,300 00		3,130 00	
Statesville and Western	800,000 00		40,000 00	
Western North Carolina	16,741,966 00		52,021 00	
Yadkin	1,240,408 00		30,000 00	
Total	$36,826,987 54			
SEABOARD AIR LINE SYSTEM:				
Carolina Central	5,600,207 19	340,123 37	21,164 80	1,285 43
Durham and Northern	415,121 16	26,312 56	10,124 89	632 95
Georgia, Carolina and Northern	6,360,152 75	134,780 38	23,892 38	506 32
Raleigh and Gaston	1,571,845 69	95,437 65	16,201 59	983 89
Raleigh and Augusta	1,908,483 99	47,199 08	17,789 55	440 00
Roanoke and Tar River	266,119 40		8,238 99	
Seaboard and Roanoke	2,589,864 27	291,651 84	31,855 66	3,587 35
	$18,711,797 45			

Digitized by Google

TABLE D.—Cost of Road, Construction and Equipment—Continued.

NAME OF ROAD.	Cost of Road.	Equipment.	Average Cost Construction per Mile.	Average Cost Equipment per Mile.
MISCELLANEOUS:				
Aberdeen and West End	$ 116,233 58	$ 37,800 00	$ 3,874 45	$ 1,260 00
Atlantic and North Carolina	*†2,177,027 98		22,916 00	
Atlantic and Danville	*†938,305 00		36,088 00	
Cape Fear and Yadkin Valley	6,801,685 75	479,656 84	20,725 47	1,461 57
Carthage	41,400 00	6,800 00	4,140 00	680 00
Cashie and Chowan	48,000 00	20,000 00		
Cashie and Roanoke	30,000 00	6,150 00		
Charleston, Cincinnati and Chicago	*†1,352,000 00		68,000 00	
Danville, Mocksville and Southwestern	†84,000 00		10,500 00	
East Tennessee and Western North Carolina	†66,339 00		22,113 00	
Egypt	221,627 13	23,788 54	27,268 40	2,643 17
Hamilton Railway Company	80,000 00			
Jamesville and Washington	*†200,000 00		10,000 00	
Marietta and North Georgia	*†542,139 00		41,704 00	
Norfolk and Southern	†2,060,040 14		* 24,970 48	
New Hanover Transit Company	15,000 00			
Norfolk and Western—				
Roanoke and Southern Division	*†1,681,824 00		37,373 87	
Lynchburg and Durham Division	*†1,385,196 00		33,785 29	
Palmetto	115,255 66		16,464 91	
Suffolk and Carolina	283,462 50	38,461 92	11,338 50	1,579 12
Warrenton	8,000 00			
Wilmington, Newbern and Norfolk	1,684,066 56	53,610 20	33,580 58	1,069 00
Wilmington Sea Coast	123,867 45	26,354 01		
Total	$23,055,469 35			
Grand total all roads	$91,799,192 47			

*Funded Debt and Capital Stock. †Construction and Equipment.

Digitized by Google

TABLE E.—Capital Stock, Funded Debt, Etc.

NAME OF ROAD.	Capital Stock North Carolina.	Funded Debt North Carolina.	Capital Stock per Mile.	Funded Debt per Mile.	Total.
ATLANTIC COAST LINE SYSTEM:					
Albemarle and Raleigh	$ 650,000 00	*$1,132,633 00	$ 12,037 00	$ 20,974 00	$ 33,011 00
Cheraw and Darlington	84,811 00	70,621 00	5,940 00	4,946 00	10,887 00
Petersburg	152,375 00	191,966 00	16,284 00	27,423 00	43,708 00
Wilm'gton, Columbia & Augusta	338,112 00	563,520 00	5,000 00	8,333 00	13,333 00
Wilm'gton, Chadbourn & Conway	83,435 00	107,823 00	3,224 00	4,166 00	7,390 00
Wilmington and Weldon	3,000,000 00	6,816,000 00	6,547 00	14,876 00	21,424 00
Norfolk and Carolina	902,461 00	794,166 00	13,673 00	12,032 00	25,706 00
Total	$ 5,211,194 00	$ 9,676,729 00			
RICHMOND AND DANVILLE SYSTEM:					
Atlanta and Charlotte Air Line	272,000 00	880,000 00	6,255 00	2,046 00	26,720 00
Atlantic, Tennessee and Ohio	400,000 00	150,000 00	9,090 00	3,409 00	12,500 00
Asheville and Spartanburg	703,500 00	479,050 00	16,789 00	11,433 00	28,223 00
Charlotte, Columbia and Augusta	149,524 00	174,000 00	13,002 00	15,130 00	28,132 00
Chester and Lenoir (Narrow-Gauge)	230,010 00	173,500 00	3,686 00	2,780 00	6,466 00
High Point, Randleman, Ashboro and Southern	250,000 00	402,000 00	9,250 00	14,880 00	24,130 00
Milton and Sutherlin	†1,200 00	156 00	----------	4,444 00	
North Carolina	4,000,000 00	----------	----------	----------	17,700 00
North Carolina Midland	650,000 00	390,000 00	25,000 00	15,000 00	40,000 00
Northwestern North Carolina	1,440,600 00	1,500,000 00	14,406 00	15,000 00	29,406 00
Oxford and Clarksville	1,000,000 00	750,000 00	20,275 00	15,206 00	35,481 00
Oxford and Henderson	325,000 00	195,000 00	25,000 00	15,000 00	40,000 00
Piedmont	1,500,000 00	1,000,000 00	31,250 00	20,833 00	52,083 00
State University	31,000 00	----------	3,130 00		
Statesville and Western	500,000 00	300,000 00	25,000 00	15,000 00	40,000 00
Western North Carolina	8,000,000 00	7,966,000 00	26,066 00	25,955 00	52,021 00
Yadkin	625,000 00	615,000 00	15,243 00	15,000 00	30,243 00
Total	$18,323,804 00	$14,974,706 00			
SEABOARD AIR LINE SYSTEM:					
Carolina Central	1,200,000 00	1,700,000 00	5,460 00	19,773 00	25,242 00
Durham and Northern	290,100 00	150,000 00	6,879 00	3,554 00	10,433 00
Georgia, Carolina and Northern	28,755 00	287,933 00	2,010 00	20,135 00	22,145 00
Raleigh and Gaston	1,500,000 00	1,000,000 00	15,463 00	10,309 00	25,773 00
Raleigh and Augusta	873,600 00	1,000,000 00	8,143 00	9,322 00	17,466 00
Roanoke and Tar River	5,150 00	260,000 00	----------	----------	8,065 00
Seaboard and Roanoke	301,891 00	643,127 00	16,025 00	38,014 00	54,039 00
Total	$ 4,199,496 00	$ 8,011,060 00			

Digitized by Google

TABLE E.—Capital Stock, Funded Debt, etc.—Continued.

NAME OF ROAD.	Capital Stock North Carolina.	Funded Debt North Carolina.	Capital Stock per Mile.	Funded Debt per Mile.	Total.
MISCELLANEOUS:					
Aberdeen and West End	$ 88,300 00	$ 50,000 00	$ 2,968 00	$ 2,000 00	$ 4,968 00
Atlantic and North Carolina	1,797,500 00	325,000 00	18,921 00	3,421 00	22,342 00
Atlantic and Danville	509,132 00	429,173 00	19,582 00	16,506 00	36,088 00
Cape Fear and Yadkin Valley	1,072,900 00	4,922,700 00	6,011 00	15,000 00	21,011 00
Carthage	16,050 00				
Cashie and Chowan	100,000 00				
Cashie and Roanoke	40,000 00				
Charleston, Cincinnati and Chicago	2,176,000 00	2,176,000 00	34,000 00	34,000 00	68,000 00
Danville, Mocksville and S'western	81,000 00		10,500 00		
East Tennessee and Western N. C.	44,283 00	22,056 00	14,761 00	7,352 00	22,113 00
Egypt	125,000 00	103,000 00	13,888 00	12,000 00	25,888 00
Glendon and Gulf Manufacturing and Mining Company	300,000 00				
Hamilton Railway Company	80,000 00				
Jamesville and Washington	100,000 00	100,000 00	4,545 00	4,545 00	9,090 00
Marietta and North Georgia	307,086 00	235,053 00	23,623 00	18,081 00	41,704 00
Norfolk and Southern	1,573,600 00	491,750 00	18,759 00	5,862 00	24,662 00
New Hanover Transit Company	15,000 00				
Norfolk and Western—					
Roanoke and Southern Division	881,524 00	800,000 00			37,373 00
Lynchburg and Durham Divis'n	685,196 00	700,000 00			33,785 00
Palmetto	115,381 00	78,281 00	16,483 00	11,183 00	27,664 00
Suffolk and Carolina	256,410 00	89,743 00	10,256 00	3,589 00	13,846 00
Suffolk Lumber Company	20,000 00				
Warrenton	12,500 00	8,000 00	4,166 00	2,666 00	6,832 00
Wilmington, Newbern and Norfolk	1,000,000 00	718,000 00	19,940 00	14,317 00	34,257 00
Wilmington Sea Coast	150,000 00	50,000 00			
Total	$12,450,162 00	$11,303,756 00			
Grand total all roads	$40,184,656 00	$43,996,251 00			

*Including Current Liabilities.

Digitized by Google

TABLE F.—Recapitulation of Earnings, Etc.

NAME OF ROAD.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Income from other Sources.	Gross Income from all Sources.
ATLANTIC COAST LINE SYSTEM:					
Albemarle and Raleigh	$ 66,415 58	$ 60,715 49	$ 5,700 09	$	$ 5,709 00
Cheraw and Darlington	21,240 50	15,763 95	5,476 55	491 04	5,967 59
Petersburg	80,067 53	49,282 28	30,785 25	918 45	31,703 70
Wilmington, Columbia and Augusta	257,888 70	211,933 28	45,955 42	8,358 35	54,313 77
Wilmington, Chadbourn and Conway	13,286 85	11,702 99	1,583 86		1,583 86
Wilmington and Weldon, and Branches	1,594,158 27	896,656 54	697,501 73		697,501 73
Norfolk and Carolina	242,681 80	187,051 70	55,633 10	993 58	56,626 68
Total	$2,275,742 23	$1,433,106 23			$ 853,397 33
RICHMOND AND DANVILLE SYSTEM:					
Atlanta and Charlotte Air Line	261,375 52	221,899 76	39,475 76		39,475 76
Atlantic, Tennessee and Ohio (included in C. C. and A.)					
Asheville and Spartanburg	95,954 23	95,480 37	473 86		473 86
Charlotte, Columbia and Augusta	104,524 09	68,935 70	35,588 39		35,588 39
Chester and Lenoir (Narrow-Gauge)	52,132 28	51,146 36	988 92		985 92
High Point, Randleman, Ashboro and Southern	24,312 28	20,104 72	4,201 56		4,207 56
Milton and Sutherlin	19 68	41 36			
North Carolina	1,180,836 56	771,347 60	409,488 96		409,488 96
North Carolina Midland	14,719 80	17,731 30			
Northwestern North Carolina	146,903 72	122,943 38	23,960 34		23,960 34
Oxford and Clarksville	71,482 52	77,513 01			
Oxford and Henderson	12,056 60	15,976 34			
State University	5,492 69	8,072 25			
Statesville and Western	8,476 04	13,122 4[illegible]			
Western North Carolina	894,229 41	607,788 3[illegible]	286,441 09		286,441 09
Yadkin	24,632 82	25,213 5[illegible]			
Total	$2,900,148 24	$2,118,216 4[illegible]			$ 800,621 88
SEABOARD AIR LINE SYSTEM:					
Carolina Central	504,192 83	397,519 81	106,673 02	860 48	107,533 50
Durham and Northern	57,051 73	36,066 20	20,985 53	215 61	21,201 14
Georgia, Carolina and Northern	23,285 05	28,661 23		13,750 77	8,374 59
Louisburg, Murfreesboro, Pittsboro (Included in R. and G. and R. and A.)					
Raleigh and Gaston	475,674 67	326,611 02	149,063 65	81,268 64	230,332 29
Raleigh and Augusta	306,586 62	239,878 41	66,708 21	2,377 45	69,085 66

Digitized by Google

TABLE F.—Recapitulation of Earnings, Etc.—Continued.

NAME OF ROAD.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Income from other Sources	Gross Income from all Sources.
SEABOARD AIR LINE SYSTEM—Contin'd.					
Roanoke and Tar River (Incl. in S. & R.).					
Seaboard and Roanoke	$ 479,977 43	$ 123,504 43	$ 56,383 00	$35,943 24	$ 92,326 24
Total	$1,546,768 33	$1,152,331 10			$ 528,853 42
MISCELLANEOUS:					
Aberdeen and West End	53,041 19	31,107 72	21,933 47	----------	21,933 47
Atlantic and North Carolina	161,409 31	111,635 01	52,774 30	1,091 69	53,865 99
Atlantic and Danville	59,321 24				
Cape Fear and Yadkin Valley	549,354 70	353,909 30	195,445 40	----------	195,445 40
Carthage	8,534 34	7,494 55	1,089 69	----------	1,089 69
Cashie and Chowan	11,850 00	11,850 00			
Cashie and Roanoke	14,469 31	16,253 50			
Charleston, Cincinnati and Chicago	58,476 16	70,831 50			
Danville, Mocksville and Southwestern	1,766 41				
East Tennessee and Western N. Carolina	5,939 52	5,305 56			
Egypt	4,479 10	5,368 59			
Hamilton Railway Company	1,000 00				
Jamesville and Washington	4,134 53	4,870 78			
Norfolk and Southern	312,127 08	197,968 56	114,158 52	6,475 74	120,634 26
New Hanover Transit Company	3,404 00				
Norfolk and Western—					
Roanoke and Southern Division Lynchburg and Durham Division	151,865 82	123,117 96	28,747 86	----------	28,747 86
Palmetto	3,739 89	4,509 36	----------	227 76	
Suffolk and Carolina	44,740 29	27,768 53	17,071 76	524 23	17,595 99
Suffolk Lumber Company	9,945 00				
Warrenton	4,084 87	3,276 09	808 78	----------	808 78
Wilmington, Newbern and Norfolk	48,049 76	38,525 39	9,524 37	----------	9,524 37
Wilmington Sea Coast	17,026 45	16,654 03	372 42	----------	372 42
Total	$1,531,759 00	$1,030,446 37	----------		$ 450,245 99
Grand Total	$8,254,417 80	$5,734,100 14	$2,520,317 66		$2,633,118 62

Digitized by Google

TABLE G.—Deductions from Gross Earnings, Etc.

NAME OF ROAD.	Interest Due and Accrued.	Rentals of Leased Lines.	Taxes and Miscellaneous.	Total Deductions.	Net Income from all Sources.
ATLANTIC COAST LINE SYSTEM:					
Albemarle and Raleigh	$ 47,612 22	$	$ 2,181 76	$ 49,823 98	$ 44,123 89d
Cheraw and Darlington	4,060 00		65 70	4,125 70	1,841 89
Petersburg	12,164 10		4,799 83	16,963 93	14,739 77
Wilmington, Columbia and Augusta	33,600 00		9,742 60	43,342 60	10,971 17
Wilmington, Chadbourn and Conway	7,424 70		1,088 19	8,512 89	6,929 03d
Wilmington and Weldon and Branches	435,820 00	29,575 44	97,279 13	562,674 57	134,827 16
Norfolk and Carolina	47,920 80		7,873 71	55,794 51	1,832 17
RICHMOND AND DANVILLE SYSTEM:					
Atlanta and Charlotte Air Line	60,400 00		13,105 77	73,505 77	31,030 00d
Atlantic, Tennessee and Ohio (included in W. C. and A.)					
Asheville and Spartanburg	20,100 00		4,985 95	25,085 95	24,612 09
Charlotte, Columbia and Augusta	11,890 00	25,000 00	2,812 24	39,702 24	4,113 85d
Chester and Lenoir (Narrow-Gauge)	12,045 00		683 21	12,728 21	11,742 29d
High Point, Randleman, Ashboro and Southern	24,120 00		1,127 01	25,247 01	21,039 45d
Milton and Sutherlin	12 48		16 53	29 01	50 69d
North Carolina			313,829 70	313,829 70	95,659 26
North Carolina Midland	23,400 00		2,056 21	25,456 21	28,467 71d
Northwestern North Carolina	90,000 00		6,685 25	96,685 25	72,724 91d
Oxford and Clarksville	45,000 00		3,959 39	48,959 39	51,989 88d
Oxford and Henderson	11,700 00		712 02	12,412 02	16,331 76d
State University			190 15	190 15	3,669 69d
Statesville and Western	18,000 00		501 24	18,501 24	23,147 69d
Western North Carolina	231,360 00		106,973 27	338,333 27	51,892 18d
Yadkin	36,909 00			36,900 00	38,819 00d
SEABOARD AIR LINE SYSTEM:					
Carolina Central	130,108 41		15,576 25	145,684 66	38,151 16d
Durham and Northern	9,000 00		1,623 19	10,623 19	10,577 95
Georgia, Carolina and Northern					8,374 50
Louisburg, Murfreesboro, Pittsboro	(Included in R. & G. and R. & A.)				
Raleigh and Gaston	80,000 00		139,222 50	219,222 50	11,109 79
Raleigh and Augusta	60,000 00		5,486 77	65,486 77	3,598 89
Roanoke and Tar River (incl. in S. & R.)					
Seaboard and Roanoke	35,184 00	4,062 50	43,581 10	82,827 60	9,498 64

Digitized by Google

Net come m all urces.
,933 47
,865 95
,994 50d
577 11d
784 16d
,945 06
,462 50d
736 25d
,153 83
,747 80
824 95d
,343 44
285 22
,473 08
372 42

Digitized by Google

ATLAN
Albe
Cher
Peter
Wiln
Wiln
Wiln
Norfo
RICHM
Atlar
Atlar
Ashe
Charl
Chest
High
Milto
Nortl
Nortl
Nortl
Oxfo
Oxfo
State
State
West
Yadk
SEABO
Carol
Durh
Geor
Louis
Murfi
Pitts
Ralei
Ralei
Be

Digitized by Google

TABLE G.—Deductions from Gross Earnings, Etc.—Continued.

NAME OF ROAD.	Interest Due and Accrued.	Rentals of Leased Lines.	Taxes and Miscellaneous.	Total Deductions.	Net Income from all Sources.
MISCELLANEOUS:					
Aberdeen and West End	$ 3,000 00	$	$	$ 3,000 00	$ 18,933 47
Atlantic and North Carolina	26,000 00			26,000 00	27,865 95
Atlantic and Danville					
Cape Fear and Yadkin Valley	183,240 00	6,276 00	17,923 90	207,439 90	11,994 50d
Carthage		7,440 00	226 80	1,666 80	577 11d
Cashie and Chowan					
Cashie and Roanoke					1,784 16d
Charleston, Cincinnati and Chicago	6,028 82		4,560 90	10,589 72	21,945 06
Danville, Mocksville and Southwestern					
East Tennessee and Western N. Carolina					
Egypt	3,420 00		1,153 01	5,573 01	6,462 50d
Hamilton Railway Company					
Jamesville and Washington					736 25d
Norfolk and Southern	25,955 45		6,524 98	32,480 43	88,153 83
New Hanover Transit Company					
Norfolk and Western— (Earn'gs less operating expenses for N. C.)					
Roanoke and Southern Div					28,747 86
Lynchb'g and Durham Div					
Palmetto			283 24		824 95d
Suffolk and Carolina	5,376 00		3,876 55	9,252 55	8,343 44
Suffolk Lumber Company					
Warrenton	1,094 00			1,094 00	285 22
Wilmington, Newbern and Norfolk			2,051 29	2,051 29	7,473 08
Wilmington Sea Coast					372 42

d—Deficit.

Digitized by Google

CIRCULARS.

CIRCULAR No. 24.] FEBRUARY 18, 1893.

CHANGE IN COMMISSIONERS' CLASSIFICATION.

On and after the 15th day of February, 1893, the following changes in the Commissioners' Classification will be in effect:

Marble or granite tombstones or monuments, boxed or crated, valuation limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier: L. C. L. or C. L. released, 4th class.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 25.] FEBRUARY 14, 1893.

JOINT TELEGRAPHIC RATES.

Whenever a message is sent over two or more telegraphic lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed forty cents for such message of ten body words or less, exclusive of date, address or signature, between any two points within the limits of this State, nor more than three cents for each additional word.

This circular to take effect March 1, 1893.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 26.] APRIL 5, 1893.

The following rule is adopted by the Railroad Commission, to take effect on and after the 15th day of April, 1893, and to be added to the Rules Governing the Transportation of Passengers already adopted by the Commission:

"That all common carriers subject to the supervision of the Railroad Commission shall provide such means and appliances as may be necessary to secure the careful handling of and to prevent injury to any parcel of baggage to which a check may be affixed, as provided in Section 1970 of The Code.

"That at all minor stations, where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage-master, and lift with care all baggage from the car doors."

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

Digitized by Google

CIRCULAR No. 27.] JUNE 1, 1893.

The Commission having adjudged that the Norfolk and Carolina Railway Company and the Albemarle and Raleigh Railway Company, being under the management of one and the same Company, to-wit, The Wilmington and Weldon Railroad Company, fall under the provisions of Rule No. 1, of the "Rules Governing the Transportation of Freight," it is hereby ordered, that for purposes of transportation, said roads be considered as constituting one and the same road, and rates of transportation on the shipments of freights passing between the said roads or divisions shall be computed as parts of one and the same road.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 28.] JULY 12, 1893.

SCHEDULE OF ANNUAL RATES FOR TELEPHONE EXCHANGE SERVICE.

[NO CONTRACT FOR LESS THAN ONE YEAR]

	Payable Quarterly in Advance.	Payable Semi-annually in Advance.	Payable Annually in Advance.
STATIONS WITHIN THE CITY LIMITS:			
Grounded (one wire) Circuit.			
BUSINESS—One party, single or "special" circuit (or wire), within one-half mile from Central Office	$ 64 00	$ 62 00	$ 60 00
Two parties on same circuit, each	50 00	48 00	
Three or more parties on same circuit, each	44 00	42 00	40 00
RESIDENCE—Parties hav'g telephones at places busin'ss.			
One party, single or special circuit, within one-half mile from Central Office	44 00	42 00	40 00
Two parties on same circuit, each	40 00	38 00	36 00
Three or more parties on same circuit, each	34 00	32 00	30 00
If party has no telephone at place of business, the annual rate is $6 more.			
EXTRA-DISTANCE LINE CHARGE TO BE ADDED TO ABOVE RATES:			
Special or single wire, one-fourth mile or less beyond the one-half mile	5 00	5 00	5 00
Two-party wire beyond the one-half mile, each	4 00	4 00	4 00
Three-party wire, or more, beyond the ½ mile, each	3 00	3 00	3 00
Each additional quarter mile, or fraction, at same rate.			
Stations beyond the city limits, special rates.			

Digitized by Google

The stations on two- or three-party wires must be placed all at the same time. In case of discontinuance of one of the parties, the rate for the subscriber or subscribers remaining must be readjusted to conform to schedule at the end of the year, unless another subscriber can be found to take the place on the wire thus made vacant.

For conversations on Toll Lines each five minutes or less, within city limits.... 5 cents.
Beyond city limits, lines under ten miles.....not over 15 cents.
Lines over ten miles, under twenty-five miles.....not over 25 cents.
Lines over twenty-five miles, about 1 cent per mile, to make multiples of 5 cents.

This schedule must not be enforced to its full limit if it would thereby cause a rate in excess of that existing the 6th day of March, 1893, unless the same be agreed to by the parties interested.

This Circular to take effect at once.

By the Board:
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

CIRCULAR No. 29.] JULY 15, 1893.

TARIFF OF WILMINGTON, NEWBERN & NORFOLK RAILROAD.

From and after this date, the Wilmington, Newbern and Norfolk Railroad Company will be allowed to charge for freight and passengers, as follows:

PASSENGER—First-class..... 3½ cents per mile.
Second-class..... 3 " " "

FREIGHT.

Distance	Per 100 Pounds.												Per 100 Pounds		Per ton 2000 Pounds.		Per Car Load 20,000 Pounds.		
MILES.	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
5	10	9	8	6	6	5	5	5	5	4	6	10	6	4	60	60	$ 9 00	$ 8 00	$ 5 00
10	17	13	11	9	8	7	6	7	7	5	9	12	9	5	70	70	11 00	9 00	6 00
15	21	16	14	12	11	9	7	7	8	8	6	14	12	6	75	80	12 00	10 00	7 00
20	25	19	17	14	13	10	8	9	9	7	11	16	15	7	80	90	13 00	11 00	8 00
25	29	22	19	16	14	11	9	10	10	8	16	17	18	7	85	95	14 00	12 00	9 00
30	32	25	21	18	15	12	10	11	11	9	17	18	19	8	90	$1 00	15 00	13 00	10 00
35	35	27	23	20	16	13	11	12	12	10	18	19	20	8	95	1 00	16 00	14 00	11 00
40	37	29	25	21	17	14	12	13	13	11	19	20	21	9	$1 00	1 10	18 00	15 00	12 00
50	39	30	26	22	18	15	13	14	14	11	20	20	21	9	1 00	1 10	18 00	15 00	12 00
60	41	32	27	23	19	16	14	15	15	12	21	22	22	10	1 10	1 20	20 00	16 00	14 00
70	43	34	29	23	20	17	14	15	15	12	22	22	22	10	1 10	1 20	20 00	16 00	14 00
80	44	35	30	24	20	17	15	16	16	12	22	24	22	10	1 10	1 20	20 00	16 00	14 00
90	45	36	31	24	20	17	15	16	16	12	22	24	22	10	1 10	1 20	20 00	16 00	14 00

By order of the Board:
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

Digitized by Google

CIRCULAR No. 30.]

On and after the first day of September, 1893, the Wilmington and Weldon Railroad Company will be allowed to charge (as a special rate) 9 cents per hundred pounds on meal from Washington, N. C., to Goldsboro.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 31.] SEPTEMBER 6, 1893.

The following has been adopted as Rule No. 30, governing delivery of freight:

That whenever any goods, or articles of freight of any kind, shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of same shall not have been received at the place of destination, the carrier shall not demand any part of the charges for freight or transportation due for such portion of shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received, upon the payment or tender of freight charges due upon such portion, as provided by Chapter 495, Laws 1893.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 32.] SEPTEMBER 6, 1893.

The Wilmington and Weldon Railroad Company is hereby authorized to change the local tariff on logs to mills on its main line and branches, and is authorized to make special rates on the same in car load lots, under the rules and regulations prescribed by the Commission for other railroads of the State for like service.

By order of the Board: J. W. WILSON,
H. C. BROWN, *Clerk.* *Chairman.*

CIRCULAR No. 33.] NOVEMBER 14, 1893.

LOCAL FREIGHT TARIFF WILMINGTON AND WELDON RAILROAD, MAIN LINE AND BRANCHES, NORFOLK AND CAROLINA RAILROAD AND PETERSBURG RAILROAD.

The following freight tariff is hereby authorized to be applied locally and jointly to the Wilmington and Weldon Railroad, main line, Wilson and Fayetteville branch, Scotland Neck branch, Tarboro branch,

Digitized by Google

Washington branch, Clinton branch, Nashville branch, to the Norfolk and Carolina Railroad and the Petersburg Railroad.

Distance	Per 100 Pounds.						Barrels.					Per 100 Pounds		Per ton			Per Car Load.			Cotton.	Leaf Tobacco in Hogsheads, etc.
Miles	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$	$	$	cts.	cts.
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00	9	7
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50	9	8
15	21	16	14	11	9	9	8	8	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50	11	9
20	24	18	16	13	11	9	8	9	8	7	11	16	13	6	80	1 05	12 00	10 00	8 50	13	13
25	27	20	18	15	13	10	9	10	9	8	13	18	15	6½	90	1 15	14 00	11 00	9 50	16	13
30	30	24	20	18	14	11	9	11	10	8	14	20	18	7	1 00	1 25	16 00	12 00	10 50	19	14
35	33	26	22	20	15	12	10	12	10	9	15	20	20	7½	1 10	1 35	18 00	14 00	11 50	20	15
40	33	26	22	20	15	12	10	12	10½	9	15	21	20	8	1 10	1 35	18 00	14 00	12 00	21	17
45	36	28	24	22	17	13	11	13	10½	9	17	21	22	8	1 20	1 45	20 00	16 00	12 00	22	17
50	36	28	24	22	17	13	11	13	11	9	17	22	22	8	1 20	1 45	20 00	16 00	12 00	23	17
55	39	30	26	23	18	14	12	14	11	10	18	22	23	8	1 30	1 55	22 00	17 00	13 00	23	18
60	39	30	26	23	18	14	12	14	11½	10	18	23	23	9	1 30	1 55	22 00	17 00	13 00	23	18
65	42	32	28	23	19	15	13	15	11½	10	19	23	23	9	1 30	1 60	24 00	17 00	13 00	24	19
70	42	32	28	23	19	15	13	15	12	10	19	24	23	9	1 30	1 60	24 00	17 00	14 00	24	19
75	44	34	30	24	20	17	13	15	12	10	20	24	24	9½	1 40	1 65	24 00	18 00	14 00	24	19
80	44	34	30	24	20	17	13	15	13	11	20	26	24	9½	1 40	1 65	24 00	18 00	14 00	24	19
85	45	36	31	24	21	17	13½	15½	13	11	21	26	24	9½	1 40	1 70	24 00	18 00	15 00	25	20
90	46	36	31	24	21	17	13½	15½	13½	11	21	27	24	9½	1 40	1 70	25 00	18 00	15 00	25	20
100	47	38	32	26	22	18	13½	15½	14	11½	22	28	26	10	1 50	1 75	25 00	19 00	16 00	25	20
110	50	40	33	27	22	18	14	16	14	12	22	28	27	10	1 55	1 80	25 00	19 00	16 00	26	21
120	50	42	34	27	23	19	14	16	15	12	23	30	27	10½	1 60	1 85	25 00	20 00	16 75	28	21
130	52	44	35	28	23	19	15	17	16	13	23	32	28	10½	1 60	1 90	25 00	20 00	17 00	28	22
140	52	46	36	28	24	19½	15	17	16	13	24	32	28	10½	1 60	1 95	25 05	21 00	17 00	28	22
150	54	47	37	29	24	20	15½	18	17	14	24	34	29	11	1 65	2 00	25 10	21 00	17 05	29	23½
160	54	47	39	29	25	20	15½	18	17	14	25	34	29	11	1 65	2 05	25 10	22 00	17 05	29	33½
170	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24
180	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24
190	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12	1 65	2 15	25 20	23 00	17 15	34	24½
200	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12¾	1 70	2 18	25 20	23 00	17 15	34	24½
210	57	50	41	31	28	20¾	16½	19½	18½	16	28	39	31	13	1 70	2 20	25 25	23 50	17 20	34½	25

By order of the Board:
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

Digitized by Google

CIRCULAR No. 34.] NOVEMBER 29, 1893.

FREIGHT RATES ON CLAMS, WILMINGTON SEACOAST RAILROAD.

From and after the 10th day of December, 1893, the Wilmington Seacoast Railroad will be allowed to charge for the transportation of clams as follows:

6 cents per hundred pounds (loaded by carrier.)

5½ cents per hundred pounds (loaded by shipper.)

Carrier's option as to loading.

By order of the Board:

H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

Digitized by Google

REPORTS AND DECISIONS

OF THE

BOARD OF RAILROAD COMMISSIONERS.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

DICKINSON, *Complainant*,

v.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

December 20, 1892.

The complainant in this case filed his petition on the 15th of October, 1892, alleging that he was running a boat line from Beaufort to Newbern, carrying freight, shipped thence to Northern markets; that the defendant was trying to induce the steamship lines at Newbern to charge the same for carrying freight from Newbern to Northern markets as charged by the defendant from Morehead City; that this would be a discrimination, and, if carried into effect, would destroy the plaintiff's business.

On the 24th of October following, the Commission addressed the following communication to the plaintiff:

"This is interstate, and this Commission has no jurisdiction in such cases. We can, however, if desired, approve same to the Interstate Commission. Should the rate referred to be put into effect you will please advise the Commission, and the same will have attention."

At a session of the Commission at Raleigh, December 20, 1892, the case was called for hearing, and it appearing that no answer had been received from complainant, and no further action required of the Commission, it was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CAROLINA ROLLER MILLS, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

December 20, 1892.

In this case complaint was filed on the 14th of September, 1892, alleging that the defendant company was guilty of discrimination in charging a greater rate on D class goods from Fayetteville to Florence, S. C., than from Wilmington to said Florence, although distance was greater between the two last named points.

The complaint was served on defendant, and answer thereto filed on October 18, in which the defendant called attention to the fact that shipments from Fayetteville to Florence passed over three separate roads, making the rate thereby greater, although the distance was less.

This case was called for hearing at a session of the Commission at Raleigh, December 20, 1892, and the facts appearing as alleged in the defendant's answer, and it further appearing that the rate complained of was on shipments going beyond the limits of the State, that no further action was demanded of the Commission, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

E. B. FAULK, *Complainant*,

v.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

December 20, 1892.

In this case complaint was filed October 7, 1892, in which plaintiff alleged that defendant had required more to be paid on consignment to complainant at Pilot Mountain than allowed by the tariff.

Complaint was served on defendant October 20, 1892, and answer thereto on October 27th following, promising investigation and redress of the grievance complained of.

Case was called for hearing at a session of the Commission at Raleigh, December 20, 1892, and it appearing that the defendant had paid to the plaintiff the damage and overcharge, and that no further investigation was needed, the case was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

JUNALUSKA ALLIANCE, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

January 2, 1893.

This was a petition, filed June 14, 1892, by J. A. Bumgarner, President; J. H. Moody, Secretary, and J. W. Holcombe, Business Agent of the Junaluska Farmers' Alliance, asking that the defendant company be not allowed to discontinue its agency at Wilmot, a station on defendant's line.

The complaint was served and answer filed by A. B. Andrews, General Agent of the defendant, August 12, 1892. The case was held for investigation and correspondence filed. The following facts were found by the Commission:

That some time in the year 1888 the citizens of the neighborhood, by subscriptions of money and labor, built the station-house; that thereafter certain of the citizens, under a license from Superintendent Bridgers, removed said station to a point about a mile distant on defendant's line; that said removal was against the will of certain other citizens of the neighborhood; that on June 4, 1893, the defendant company posted the following notice at three public places near said station, in compliance with a rule of the Commission:

"RICHMOND AND DANVILLE RAILROAD COMPANY,
WESTERN NORTH CAROLINA DIVISION,
Office of the Superintendent.

NOTICE.

ASHEVILLE, N. C., June 4, 1892.

Notice is hereby given that application will be made to the North Carolina Board of Railroad Commissioners to discontinue the agency at Wilmot, N. C.

(Signed) R. R. BRIDGERS,
Superintendent."

That a copy of said notice was filed with the Commission on the 5th of August following, and application to close the said agency by A. B. Andrews, General Agent of the defendant; that said Wilmot is situated four miles from Whittier station on one side, and six miles from Dillsboro on the other side, both of which are stations on defendant's line; that the receipts of said station are so small (not exceeding fifteen dollars per month) that they will not pay the expense of the agency.

Digitized by Google

The relief in this case was sought under the twenty-first section of the act creating the Railroad Commission: "A railroad corporation which has established and maintained for a year a passenger station or freight depot at a point on its road shall not abandon such station or depot, nor substantially diminish the accommodation furnished by the stopping of trains, except by consent of a majority of the Commission."

The Commissioners desire to exercise the authority conferred upon them by this section to promote the efficiency of the service rendered to the public by our railroad corporations. We feel assured, however, that if we should exercise this authority without care or in an arbitrary manner we would defeat the purpose in view. Corporations would be unwilling to grant agencies when desired by their patrons, if our action should assure them that such agencies could not be afterwards abandoned, even for cause shown. We desire to promote the building and improvement of station-houses and depot buildings whenever practicable, in order to advance the efficiency and comfort of the service rendered by our railroad corporations. It is important, in exercising the authority conferred on us to this end, that we should have the confidence of these corporations that it will not be exercised in demanding of them unreasonable requirements. From the facts appearing in this case, we are of the opinion that the petition of the defendant ought to be granted.

At a session of the Commission, held at Raleigh, January 2, 1893, it was adjudged that the Commissioners give their consent to the discontinuance of the agency at Wilmot. It is so ordered.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

HOLLAND BROTHERS, *Complainant*,

v.

RALEIGH AND AUGUSTA RAILROAD COMPANY.

January 20, 1893.

This was a complaint filed December 15, 1892, alleging an overcharge on a shipment of a car-load of lumber from Keyser to Charlotte by the defendant Company. The rate charged was $21.60.

The complaint was served on the defendant and answer filed January 9, 1893, by O. V. Smith, Traffic Manager, from which it appeared that the defendant had corrected the overcharge and arranged rates with the complainants, which were satisfactory and in accordance with

Digitized by Google

the tariff prescribed by the Commission. At the same time a communication from the complainants was filed with the Commission affirming the facts stated in defendant's answer.

At a session of the Commission, held at Raleigh, January 20, 1893, the case was called for hearing, and it appearing that the relief asked had been granted, and that no further investigation was needed, was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF SHEPHERD, *Complainants*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

February 2, 1893.

The defendant company in this case, having complied with the rule of the Commission by posting notices of its intended application to discontinue the station at Shepherd, on the line of the Atlantic, Tennessee and Ohio Railroad, filed its application with the Commissioners on the 15th of September, 1892.

The plaintiffs, who are citizens of Iredell County, residing in the neighborhood of said station, after reading said notices, filed their petition on the 30th of August, asking that the Commissioners refuse to give their consent to said application. From the pleadings, admissions and testimony in this case, it appears that the depot was built by the citizens and has been maintained with little expense to the company, the agent attending to the duties of the station without compensation; that the distance from Shepherd to Mooresville, on one side, is four miles, and to Troutman's, on the other side, is six miles, both stations on the A., T. & O. R. R.; that the said station had been maintained since the construction of the road. There was conflict as to the amount of business, but it appeared that it was not sufficient to justify the employment of an agent by the defendant.

The case was continued from session to session of the Commission that a full investigation might be made. At a session of the Commission at Raleigh, February 2, 1893, it was adjudged that the Commissioners refuse to give their consent to discontinue the station, but that they would consent that it might be made a flag station. It was so ordered.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

I. W. DURHAM & CO., *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

February 2, 1893.

This was a petition filed February 18, 1892, by the plaintiff and against the defendant company, asking that the classification of marble or granite tombstones or monuments be changed and lowered. The petition was served on the defendant March 16 following, and thereafter, on March 22, defendant answered, through its General Freight Agent, J. H. Drake, alleging that the classifications complained of had been agreed to by all of the Southern roads after a conference with large marble shippers, and that the same was thought to be as equitable as could be arranged.

The plaintiff appeared in person before the Commission, and the defendant company through its General Agent, A. B. Andrews. There was much correspondence with the plaintiff and defendant, and the case was continued from session to session of the Commission that it might have a full investigation. It appeared to the Commissioners that the classification ought to be changed, and yet they felt that it was dangerous to disturb a regulation that appeared to have been adopted with great care.

At a session of the Commission at Raleigh, February 2, 1893, the case was called for hearing. The Exception Sheet No. 29 of the Associated Railways of Virginia and the Carolinas, taking effect December 27, 1892, was filed in the cause as an exhibit. From this it appeared that the classification of marble or granite tombstones or monuments had been changed by the action of the Associated Railways of Virginia and the Carolinas, taking effect December 27, 1892, but that the change only applied between Charlotte and Wilmington, and points in South Carolina. No reason appeared why this change should not apply to the whole State. It was adjudged that the classification of marble or granite tombstones or monuments should be changed to the 4th Class, to take effect on and after the 15th day of February, 1893.

The Secretary of the Commission was directed to issue Circular No. 24, to give notice of this change.

No further relief having been asked or investigation needed, the case was dismissed.

By order of the Board.

Digitized by Google

THE NORFOLK AND CAROLINA RAILROAD COMPANY

TO

THE BOARD OF RAILROAD COMMISSIONERS.

March 2, 1893.

This was a petition filed by the Norfolk and Carolina Railroad Company on October 29, 1892, asking the consent of the Commissioners to change the station at Eure, on the petitioner's line, from a collect to a prepay station.

At a session of the Commission at Raleigh on December 8, 1892, it appearing that due notice of the petition had been given, and no objection or answer thereto had been made, the Commissioners granted the relief asked.

At a session at Raleigh, February 17, 1893, it appearing that a petition had been addressed by many citizens in the neighborhood of Eure to the Commissioners, asking that they do not give their consent to the petition of said company, and that said petition had been mailed to Richmond through error, the case was reopened and assigned for hearing at Raleigh on March 2 following; the parties having due notice thereof.

At a session of the Commission at Raleigh on March 2, 1893, the case was called for hearing. It was admitted by the company petitioning that the business at Eure amounted to about $200 per month. It also appeared from the testimony of Mr. J. J. Gatling, who appeared as a witness, that the nearest station to Eure on one side was beyond the Chowan river, and that on the other side about seven miles distant. Mr. Gatling also testified that the change of the station from a collect to a prepay agency would be a great inconvenience and loss to the citizens of that community.

Whereupon, it is adjudged, and so ordered, that the consent of the Commissioners heretofore given to the Norfolk and Carolina Railroad Company to a change of the agency at Eure from a collect to a pre-pay station, be and the same is hereby withdrawn. It is further ordered by the Commissioners that the said agency at Eure be restored to a collect agency, as it was before said consent was given.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ORMOND, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

March 21, 1893.

The plaintiff filed his complaint December 2, 1892, in which he alleged that he bought two first-class passenger tickets for himself and wife at Winston-Salem, from that point to Goldsboro; that the train taken by him was a night train, leaving Winston-Salem on the night of September 21, 1892; that on reaching Burlington, a station on defendant's line, he and his wife left the train, and, after spending the night at Burlington, boarded the next passenger train the following morning of the 22d September; that he tendered his two tickets for his fare and they were refused by the conductor, and he was required to pay, under protest, his passage from Winston-Salem to Goldsboro, amounting in the whole to the sum of $7.60; that he had demanded of the defendant to refund to him said sum of $7.60 thus unjustly taken from him, or to refund to him the unused portion of his two tickets, and the defendant has refused to refund.

The plaintiff alleged that this act on the part of the defendant was a violation of the tariff prescribed by the Commission, and also of the act requiring carriers to refund the unused portion of tickets sold by them to the parties entitled to receive the same.

The plaintiff filed as a part of his complaint the two tickets mentioned, and also the receipts given him by the conductor of the defendant's road for the amounts which he was required to pay in order to secure transportation for himself and wife to Goldsboro on defendant's train.

The complaint was served on the defendant, and a communication received from it that the complaint should be investigated and answered as soon as such investigation could be made.

On the 20th day of March, 1893, the defendant filed with the Commission the correspondence between its officers in conducting the investigation, and especially the letter of General Passenger Agent W. A. Turk, bearing date March 2, 1893, addressed to Col. A. B. Andrews, General Agent of the Receivers, submitting a statement of facts, and closing as follows: "After you have looked this matter over carefully and presented the same to the Commissioners, if they decide that we

Digitized by Google

should refund the money, please have the two tickets in question, with conductor's cash fare receipts, returned and I will send check covering the amount; you will note tickets and receipts are hereunto attached with the papers."

Treating this as an agreement to submit this controversy to the Commissioners as arbitrators under the 31st section of the act creating the Commission, after notice thereof to the parties, at a session of the Commission at Raleigh, beginning March 21, 1893, the case was called for hearing, and the following facts were found:

1. That the plaintiff purchased of the defendant's agent at Winston-Salem, on the 21st of September, 1892, two regular tickets of first class fare for the transportation of himself and wife to Goldsboro.

2. That said tickets read as follows: "Richmond and Danville Railroad. First class. Good for one continuous passage on this day and train only. Baggage liability not to exceed one hundred pounds. Salem to Goldsboro." One of these tickets was numbered 465 and the other 466, and each of them stamped on the back, "R. & D. R. R. Co., Winston-Salem, N. C."

3. That plaintiff and his wife boarded the train on the night of the 21st, and after reaching Burlington got off there. After spending the night they boarded defendant's next train the following morning for Goldsboro; that they tendered to the conductor on said train said tickets for their fare, who refused to receive the same and required the plaintiff to pay his fare to Goldsboro, $7.60, which he did under protest, taking the conductor's receipt therefor.

4. That the unused portion of said tickets, that is to say, the portion thereof from Burlington to Goldsboro, amounted to $7.00.

5. That the plaintiff had no actual notice of the condition of the tickets requiring him to proceed by that train and on that day only, and when he left the train at Burlington and resumed his journey next day, did not intend to violate any rule of the defendant or to commit any wrong against the defendant.

6. That said rule or condition requiring the purchasers of such tickets as those mentioned to proceed on the day and train for which they were purchased, is intended to prevent fraud on the part of travelers, which they might otherwise practice on the conductors of the companies selling said tickets.

7. That section 3 of chapter 290, Laws of North Carolina, 1891, which was in force when this controversy arose, provides: "That when any one-way or regular ticket is sold by any railroad company, and when

Digitized by Google

unused by the purchaser thereof, it shall be the duty of the railroad company selling the ticket to redeem said ticket at the same price paid for it."

8. That the plaintiff has made demand upon the defendant to redeem said unused portion of said tickets, but the defendant has refused to comply with said demand.

From these facts, the Commission concludes, and so awards, that the defendant company ought to redeem said unused portion of said tickets and to refund to the plaintiff said sum of $7.

In coming to this conclusion the Commissioners do not hold that the regulation or condition printed on said tickets is unreasonable and ought not to be enforced in any case, but they find that the plaintiff in this case has fully met and answered any appearance of wrong-doing on his part of which *prima facie* he may have seemed guilty, and has brought himself within the provisions of Section 3 of the Act of 1891, above cited, by showing that in fact he had not used his tickets further than to Burlington.

Wherefore, it is adjudged that the defendant refund to plaintiff the sum of $7, the unused portion of the tickets mentioned in the complaint.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. H. YOPP, *Complainant.*

v.

WESTERN UNION TELEGRAPH COMPANY.

March 21, 1893.

This complaint was filed October 18, 1892. The plaintiff alleged that on Saturday, the 8th October, 1892, he delivered to the agent of the defendant at Wilmington a telegraphic message, prepaid and addressed to J. H. McGilvary, the agent of the Southern Express Company at Tatum's, South Carolina; the said message was handed to the agent at 9:20 o'clock, P. M., and he was requested by plaintiff to forward at once; that plaintiff advised said agent unless he did forward said message at once plaintiff would lose $30 or $40; that said message was not delivered until next day at 6:35 P. M.; that plaintiff lost by this delay $19.75; that said loss was caused by the negligence of the defendant in not transmitting and delivering said message.

Digitized by Google

The plaintiff prayed the Commission to investigate the alleged grievance, and for such relief as the Commission might see proper to adjudge in his behalf.

On the 26th of November following the defendant answered through its general attorney, George H. Fearons, alleging that said message was filed after the closing of a necessary relay office for the transmission of the same, so that it could not be forwarded the night on which it was filed, and that plaintiff was so advised at the time he delivered it to the agent of the defendant; the answer denied that any damage had been caused by the delay, and refused to entertain the claim for damages.

At a session of the Commission at Raleigh, December 5, 1892, the case was called, and the following communication addressed to the plaintiff. "Your case was called for hearing by the Commission this morning. A case very similar to yours was before us last summer, when it was desired through this channel to deal with the telegraph company for alleged delay in transmitting a message, as in your case. The telegraph company denied our jurisdiction, in which it was sustained by the Judge of the Superior Court, from which judgment the Commission appealed to the Supreme Court, where the case is now pending. If the Commission is sustained, your case will be called again. In the meantime, we suggest that you look for your remedy in the Courts. The act recognizes your right to pursue your remedy in the Courts and at the same time before the Commission."

At a session of the Commission at Raleigh, beginning March 21, 1893, the case was called for final hearing, and it appearing from the opinion of the Supreme Court, in *Mayo* v. *Telegraph Co.*, delivered at the present term, and before referred to, that the Commission has no jurisdiction to hear and determine a case of alleged negligence on the part of a telegraph company on account of unreasonable delay in transmitting or delivering a telegraphic message, it was adjudged that the complaint be dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

THE CHARLOTTE OIL AND FERTILIZER COMPANY, *Complainant*,

v.

SEABOARD AIR LINE COMPANY.

March 21, 1893.

This complaint was filed December 29, 1892. The plaintiff alleged that it was a mercantile firm engaged in the manufacture of cotton-seed oil and fertilizers at Charlotte, N. C., and that the defendant was guilty of discrimination in its rates on fertilizers and cotton-seed meal against Charlotte and in favor of Wilmington. Plaintiff further alleged that defendant was charging a rate of $3.50 per ton from Charlotte to Pittsboro, while it only charged a rate of $2.70 from Wilmington to Pittsboro; that it charged a rate of $3.50 per ton from Charlotte to Carthage, while it only charged a rate of $3 from Wilmington to Carthage; that the distance from Wilmington to Pittsboro was about the same as the distance from Charlotte to Pittsboro, and the distance from Wilmington to Carthage was about the same as the distance from Charlotte to Carthage.

The plaintiff demanded judgment againt the defendant, requiring it to desist from further violation of the act creating the Commission.

This complaint was served on the defendant January 7, 1893, and on the 9th of February following defendant answered through, O. V. Smith, its Traffic Manager, that it would put in effect at once from Charlotte to all R. & A. stations a rate of $2.70 per ton, two thousand pounds, on cotton-seed meal and fertilizers.

The case was continued for further investigation, and the plaintiff advised of this answer.

At a session of the Commission held at Raleigh, beginning March 21, 1893, this case was again called, and it appearing that the relief asked had been granted, and that no further investigation was needed, it was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

LATHAM, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

March 21, 1893.

This was a complaint against defendant of unreasonable rates charged on vegetables and fruits to and from points on defendant's lines in Eastern and Western North Carolina. The plaintiff filed as part of his complaint two freight bills, one of them for seven barrels of potatoes from Goldsboro to Winston, upon which the freight charged was $5.91, the weight of the shipment being 1,740 pounds; the other of them for six barrels of potatoes from Goldsboro to Winston, weight 1,380 pounds, and freight charged $4.69.

The complaint was filed November 5, 1892. The Commission, after examining the complaint and comparing the freight bills with the rates prescribed over defendant's lines, addressed a communication to plaintiff, bearing date January 25, 1893, advising him as follows; "The Commissioners' classification is as follows: Potatoes in barrels L. C. L., estimated 175 pounds per barrel, 3d class—if released, 6th class. Shipping them released, you will notice this gives you a low rate. If you should be charged in excess of that rate, please let the Commission hear from you, and the matter will have prompt attention."

At a session of the Commission at Raleigh, beginning March 21, 1893, this case was again called, and there being no answer to said communication, and it further appearing that the rates mentioned were not in violation of those prescribed by the Commission, and that no further investigation was demanded, the action was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. H. YOPP, *Complainant*,

v.

WILMINGTON, ONSLOW AND EAST CAROLINA RAILROAD COMPANY.

March 21, 1893

This was a complaint filed December 15, 1892, for overcharge on freights from Jacksonville to Wilmington, forwarded over defendant's

Digitized by Google

line. The complaint was served on defendant the 15th December, 1892, and on the 20th following defendant answered, denying the overcharge, and alleging that while the freights were billed from Jacksonville to Wilmington they were really brought from Marine's, a boat landing on New River, some distance below Jacksonville, and that the apparent overcharge was due to this additional transportation. The defendant also alleged that it had made arrangements with its patrons who were receiving shipments from along New River, which were highly satisfactory to them, and expressed surprise at the complaint of the plaintiff. This answer was served on the plaintiff, who replied thereto on the 11th of January, 1893, admitting that the freights mentioned in the complaint were forwarded from Marine's instead of from Jacksonville as alleged in the answer of the defendant, and asking that no further action be taken against the defendant.

At a session of the Commission at Raleigh, beginning on March 21, 1893, this case was called for a final hearing, and it appearing that the plaintiff had asked leave to withdraw his complaint, and it further appearing that the defendant had not violated the rates prescribed by the Commission, it was adjudged that the complaint be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ROOT, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

March 21, 1893.

This was a petition filed January 20, 1893, asking that the defendant furnish a depot agent at Guilford College Station, a station on defendant's road.

The petition was served on defendant January 20, and thereafter, on January 21, defendant answered, through A. B. Andrews, General Agent of the Receivers, alleging that the business at Guilford College Station did not justify the defendant in putting an agent there.

The case was continued for further investigation and hearing; and at a session of the Commission held at Raleigh, beginning March 21, 1893, was called for a final hearing, and it appearing that the defend-

Digitized by Google

ant had granted the relief asked by appointing and sending an agent to Guilford College Station, and that no further relief was demanded, the petition was dismissed.

By order of the Board.

G. W. F. HARPER

TO

THE RAILROAD COMMISSION.

March 21, 1893.

This was a petition filed February 22, 1893, asking that the Lenoir and Blowing Rock Telegraph Company be relieved from Circular 25, which prescribed a rate of forty cents for messages in this State passing over two or more lines.

On March 2 following the petitioner filed with the Commission a statement of receipts and expenditures of this company for the months of January and February, 1893. The Commission also made a careful investigation from other sources, and it appearing that the Circular might work a hardship as to this company, and that its enforcement was not demanded by the interests of the public, at a session of the Commission at Raleigh, beginning March 21, 1893, it was adjudged that the prayer of the petitioner be granted, and that the Lenoir and Blowing Rock Telegraph Company be relieved from operation of Circular No. 25.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

HOUCK, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

March 21, 1893.

This was a complaint of overcharge on a car-load of box material shipped by plaintiff over defendant's road.

The complaint was filed December 8, 1892, and served on the same day. On January 30, 1893, defendant answered, through its General Freight Agent, J. H. Drake ,that it would protect its bill of lading, guaranteeing a rate of $46 per car, 20,000 pounds, to the plaintiff.

Digitized by Google

On March 14 the Commission addressed a communication to plaintiff that the Commission had been advised by defendant that the overcharge had been directed to be refunded to the plaintiff.

At a session of the Commission at Raleigh, beginning March 21, 1893, this case was called for hearing, and it appearing that the relief had been granted, the action was dismiased.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMMISSIONERS,

G. W. SMITH, *Complainant*,

v.

RALEIGH AND AUGUSTA AIR LINE RAILWAY COMPANY.

March 21, 1893.

This was a petition filed February 17, 1893, asking that a depot be constructed at Lemon Springs, on the line of the defendant's road. The petitioner alleged that the defendant had built a side-track at said point, and that a large amount of freight was forwarded to and from the same over defendant's road; that no accommodation had been provided for receiving or forwarding said freight, and shippers were greatly inconvenienced thereby. The defendant answered the petition, through its General Manager, J. C. Winder, that "Lemon Springs was intended more for a turnout for passing trains than anything else, and the business at that place will not warrant the erection of a warehouse and the employment of an agent."

This case was assigned for hearing at a session of the Commission at Raleigh, on the 3d of March, 1893, when the petitioner, Smith, appeared as a witness, and also filed with the Commissioners the affidavits of C. H. Graham, J. Q. Swann and J. J. Edwards. The General Manager of the defendant, J. C. Winder, appeared as a witness and filed a statement from the Auditor of Accounts, showing freights received at and forwarded from Lemon Springs from and including March, 1892, to and including February, 1893. The General Manager stated to the Commission that the defendant would be willing to build a plain warehouse at Lemon Springs, sufficient to protect the freights received and delivered there.

At a session of the Commission at Raleigh, beginning March 21, 1893, this case was again called for hearing, and the following facts were found by the Commission:

Digitized by Google

1. That the total freight receipts at Lemon Springs for 12 months ending 1st March, 1893, were $740.47.

2. That the distance from Lemon Springs to Sanford, the nearest station on one side is seven miles, and to Cameron, the nearest station on the other side is six miles.

3. That new buildings are being erected near said station and an increase of business is apparent in the immediate future.

The relief is sought in this case under section 20 of the act establishing the Commission, which provides that "the Commissioners, whenever they deem that repairs are necessary upon any railroad, or an addition to or change of its station or station-houses is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation of the improvement and changes which it considers to be proper," etc.

Upon the admissionss of the defendant and the facts found in the case, it is adjudged by the Commission that the defendant erect at Lemon Springs a warehouse sufficient for the protection of the freight received at and forwarded from said station; that the Clerk inform the defendant of this order and that the case be retained for further instructions.

By order of the Board.

BLACKMER, BEARD *et al*,

TO

THE COMMISSION.

May 2, 1893.

This was a petition by W. S. Blackmer and other salesmen traveling in North Carolina, asking that the Commission make a rule requiring railroad companies to use more care in handling baggage. The petition was filed December 1, 1892.

On the 5th of April, 1893, the Commission issued the following Circular, No. 26: "The following rule is adopted by the Railroad Commission, to take effect on and after the 15th day of April, 1893, and to be added to the rules governing the transportation of passengers already adopted by the Commission. That all common carriers subject to the supervision of the Railroad Commission shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to any parcel of baggage to which a check may be affixed, as provided in section 1970 of *The Code*. That at all minor

Digitized by Google

stations where no proper appliances are supplied and no regular depot hand is employed, the train hands shall be required to assist the baggage-master and lift with care all baggage from the car doors."

At a session of the Commission held at Raleigh, beginning May 2, 1893, this case was called for hearing, and it appearing that the above Circular had met the requirements of the petition, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

PICKETT, *Complainant*,

v.

THE ATLANTIC COAST LINE SYSTEM.

May 2, 1893.

This was a complaint filed April 24, 1893, in which the complainant alleged that the defendant had refused to accept six hundred and forty-five miles of a commutation ticket issued by it to the complainant. Said ticket was filed as a part of the complaint.

It appeared from an inspection of the terms of the contract entered into between the complainant and the defendant, and which constituted a part of said ticket, that the complainant had failed to comply therewith and forfeited the use of said ticket.

At a session of the Commission held at Raleigh, beginning May 2, 1893, this case was called, and it appearing that the complaint did not set forth a cause of action against the defendant, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF WILLIAMSTON, *Complainants*,

v.

THE ALBEMARLE AND RALEIGH RAILROAD COMPANY.

May 2, 1893.

This was a petition by Alexander H. Smith and other citizens of Williamston asking for a better waiting room and for better passenger service between Williamston and Rocky Mount.

Digitized by Google

The petition was filed February 28, 1893, and served on defendant March 12 following. On March 18 thereafter the defendant answered that a satisfactory schedule would be put into effect on April 17; that instructions had been given to enlarge the passenger accommodations at Williamston and to arrange for two waiting-rooms, one for white and one for colored passengers.

At a session of the Commission held at Raleigh, beginning May 2, 1893, it appearing that these instructions would afford the relief demanded by the petition, they were approved by the Commission.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. H. WORTH, *Complainant*,

v.

THE WESTERN UNION TELEGRAPH COMPANY.

May 2, 1893.

This was a complaint filed March 21, 1893, alleging that the plaintiff delivered to the defendant at Raleigh, N. C., on September 2, 1892, a message to be transmitted to plaintiff's correspondent at Beaufort, N. C., and at the same time paid to said agent the charges for transmitting said message; that the defendant failed to forward the same, and plaintiff demanded that the charges paid be refunded.

The complaint was served on said 21st day of March, and the case called for hearing at a session of the Commission held at Raleigh, beginning on the 2d day of May, 1893.

It appearing that the relief demanded has been granted by the defendant, and that no further investigation is required, the case is dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

BURLINGTON, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

May 2, 1893.

This was a complaint filed October 1, 1891, by the City Council of Burlington, alleging that the depot building at said place was wholly

Digitized by Google

inadequate for the accommodation of either the freight or passengers seeking transportation over the defendant's road to and from that point. The complaint was served on the defendant and an answer filed thereafter on October 7, through A. B. Andrews, 2d Vice-President of defendant company, promising to give prompt attention to the matters complained of.

On March 19, 1892, the defendant, through A. B. Andrews, addressed a further communication to the Commission, saying that the defendant had applied to the Directors of the North Carolina Railroad Company, asking them to appoint a committee to act with the defendant company in giving the accommodations asked for, and expressing the opinion that the relief would be granted.

At a session of the Commission held at Raleigh, beginning May 2, 1893, this case was called, and it appearing that a depot building has been erected at Burlington adequate to the accommodation of the public and that no further relief was demanded, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

J. J. EDWARDS, *Complainant*,

v.

THE RALEIGH AND AUGUSTA AIR LINE RAILWAY COMPANY.

May 2, 1893.

This complaint was filed on the 13th of March, 1893, alleging that the agent of the defendant had refused to deliver certain articles of freight to the complainant, upon which the freight had been paid, at Sanford, a station on defendant's line of road.

The defendant answered through its said agent, alleging that as soon as the said articles reached his station he notified complainant to send forward his bill of lading and receive his goods; that complainant did send his bill of lading on the 12th of March, and on the next day his goods were delivered to him.

This answer was served on complainant, who replied, admitting the truth of the allegation therein.

At a session of the Commission held at Raleigh, beginning May 2, 1893, the case was called for hearing, and there being no need of further investigation, was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

SPARGER BROS., *Complainant*,

v.

THE CAPE FEAR AND YADKIN VALLEY RAILROAD COMPANY.

May 2, 1893.

This was a complaint filed February 20, 1893, alleging that the defendant required of the complainant to sign a bill of lading which released the defendant from all liability as common carrier before receiving complainant's shipment for transportation.

The objectionable bill of lading was filed as a part of the complaint.

On the 25th of February following, the Commission addressed a communication to complainant, advising him that common carriers could not exempt themselves by any contract with a shipper from the use of ordinary care in the transportation of goods delivered to them, and suggesting that the objectionable contract be submitted to the legal counsel of the defendant so that it might be changed to conform to the rulings of the Courts.

At a session of the Commission held at Raleigh, beginning May 2, 1893, this case was called for hearing, and it appearing that said contract had been withdrawn, and that complainant was only required to use the one which he had been using uniformly, and that no further investigation was needed, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

FAIRLEY, *Complainant*,

v.

CAROLINA CENTRAL RAILWAY COMPANY.

May 2, 1893.

The complaint in this case was filed on the 26th day of October, 1892, and answer thereto filed on November 22 following. The Commission began at once the investigation of the case, and the facts appear as follows:

Digitized by Google

The complainant alleged that the defendant was guilty of unjust discrimination in this, that it had built a cotton compress at Hamlet, and rented the same to the Heath Cotton Company; that in addition to renting this company its compress, the defendant was paying said company 50 cents per bale for all cotton compressed and sent over defendant's road; the defendant thus gave said company one-eighth of a cent advantage over complainant and any other buyer of cotton who does not own a compress, less the expense of the compress; that it was a discrimination for the defendant to build compresses and rent them to cotton buyers. The defendant denied that it was guilty of any discrimination, and alleged that it compressed cotton for the complainant and all other shippers on exactly the same terms, the Heath Cotton Company having to pay the same seven cents additional for compressing that was required of the complainant.

There was further correspondence between the Commission and both the complainant and defendant. The cause of grievance as stated by complainant appears plainly to be the Heath Cotton Company, which is a rival buyer of cotton, has acquired an advantage over the complainant by the terms under which it has rented the compress at Hamlet from the defendant. But this seems to be purely a matter of speculation. It nowhere appears that the defendant has subjected the complainant "to any undue or unreasonable prejudice or disadvantage." At a session of the Commission at Raleigh, May 2, 1893, this case was called for final hearing and the facts appearing as above stated, the action was dismissed.

By order of the Board.

The Norfolk and Southern Railroad Company

TO

The Commission.

May 2, 1893.

This was a petition filed December 22, 1892, asking the consent of the Railroad Commissioners to a change of the station building at Roper.

At a session of the Commission held at Raleigh, beginning May 2, 1893, this case was called for hearing, and it appearing that the petitioning company has fully complied with the order of the Commission heretofore made on December 23, 1892, by posting notice of said petition for thirty days, and it further appearing that there is no reason

Digitized by Google

why said change of the station building should not be made, it is adjudged that the consent of the Commissioners be given to said change.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

D. E. STAINBACK, *Complainant*,

v.

THE ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

June 1, 1893.

The complainant filed his complaint May 15, 1893, alleging that in 1881 he purchased a round-trip ticket from Goldsboro to Morehead City, for which he paid $5.50; that two days after, finding he did not have occasion to use said ticket, he applied to defendant's agent at Goldsboro for a return of the amount paid, and payment was refused; that the ticket was limited, but that he applied for payment before the limit had expired. Complainant asked that defendant be required to issue another ticket to him or refund the amount paid.

At a session of the Commission, held at Raleigh, beginning June 1, 1893, it appearing that the complaint did not state facts sufficient to constitute a cause of action, the matters therein alleged having occurred before the act constituting the Commission, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. S. DAVENPORT, *Complainant*,

v.

THE NORFOLK AND SOUTHERN RAILROAD COMPANY.

June 1, 1893.

In this case, in which the complaint was filed May 11, 1893, it was alleged that the defendant charged as much for the transportation of furniture from Plymouth to Mackey's Ferry, a distance of 21 miles, as was charged by the Atlantic Coast-Line system for the same service from Goldsboro to Plymouth, a distance of 170 miles, and that this was an overcharge.

Digitized by Google

The complaint was served and answer filed on May 14, following, in which it was alleged that the shipment in question was carried by steamer from Plymouth to Edenton, and thence by rail to Mackey's Ferry; that the steamer's rates from Plymouth to Edenton is 20 cents per 100 pounds, and the rate from Edenton to Mackey's Ferry is 15 cents per 100 pounds, the total rate charged being 35 cents per 100 pounds; that the mileage by water is 20 miles, and by rail 9 miles; and that the rate is reasonable, the conditions being very different from an all-rail movement.

The complainant filed his duplicate bill of lading, from which it appears that he had been charged for the transportation of 1,250 pounds from Plymouth to Mackey's Ferry—29 miles—$4.38. This was at the rate of 35 cents per 100 pounds, and this was in accordance with the tariff prescribed by the Commission.

At a session of the Commission, held at Raleigh, beginning June 1, 1893, this case was called, and it appearing that the defendant had not violated the tariff prescribed by the Commission, and that no cause of action existed demanding a further investigation, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

A. B. PEARSALL, *Complainant*,

v.

THE CAPE FEAR AND YADKIN VALLEY RAILROAD COMPANY.

June 1, 1893.

This complaint was filed May 4, 1893. It was alleged that the defendant company had, within the last few days before the filing of the complaint, advanced its special rates on lumber from Red Springs, the place of business of the complainant, to Concord, from 8¾ cents per hundred weight to 13½ cents per hundred weight, while they still carried 21 miles further, on the same line, to Charlotte at the former rate. The complaint further alleged that this advanced rate would stop shipments to Concord; would greatly injure complainant's business as well as the business of other lumbermen.

The complaint was served on May 5, and on May 12 following, answer was filed—Tariff Sheet, No. 6, 1997—showing that the defend-

Digitized by Google

ant had granted the relief asked by restoring the former rate of 8¾ cents per hundred weight.

At a session of the Commission, held at Raleigh, beginning June 1, 1893, the case was called for a final hearing, and it appearing that no further relief was asked, was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

WALTER CLARK, *Complainant*,

v.

THE NORFOLK AND CAROLINA RAILROAD COMPANY AND THE WILMINGTON AND WELDON RAILROAD COMPANY.

June 1, 1893.

This was a complaint filed April 24, 1893, alleging an overcharge on a shipment of hay from Neal's, a station on the Norfolk and Carolina Railroad, to Rocky Mount, on the Wilmington and Weldon Railroad.

The complaint was duly served, and it appearing from the answer of the defendant, filed May 15 following, that the overcharge had been refunded to complainant, and that there was no need of further investigation, at a session of the Commission held at Raleigh, beginning June 1, 1893, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

v.

THE WILMINGTON AND WELDON RAILROAD COMPANY.

June 1, 1893.

This was an investigation on the part of the Railroad Commissioners to ascertain whether Rule 1 Governing the Transportation of Freight should be applied to rates between points on the Norfolk and Carolina Railroad and the Albemarle and Raleigh Railroad, and points on the line of the Wilmington and Weldon Railroad and its branches.

Rule 1 is in these words: "All connecting railroads which are under the management and control, by lease, ownership or otherwise, of one

Digitized by Google

and the same company, shall, for purposes of transportation, in applying this tariff be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified."

On the 1st of September, 1892, the Commission addressed to T. M. Emerson, Traffic Manager of the defendant, the following communication:

"We note you make rate on hay from Neal's, N. C., as follows: To Washington, L. C. L., 21 cents per hundred pounds; C. L., 16 cents. To Greenville, L. C. L., 18 cents per hundred pounds; 14 cents C. L. Is not this in excess of the tariff allowed on this line?"

The Traffic Manager replied as follows:

"These rates are in line with rates from other points to Greenville and Washington. I note what you say relative to our making these rates in accordance with tariff fixed by the Commission, and would respectfully call your attention to the fact that these are joint rates, Neal's being located on the Norfolk and Carolina road, and Washington and Greenville on branches of the Wilmington and Weldon road."

On September 14 following, the Commission addressed to the Traffic Manager the following: "We beg to call your attention to Rule 1, page 39 of the annual report of the Commission, governing the transportation of freight. The Washington and Greenville and the Norfolk and Carolina roads being under one management by lease, ownership or otherwise, will necessarily have the same tariff rates established by the Commission applied to them as if they were the same road. It appears from your letter that you have made your rates under Rule 28, which has no application in this case."

Rule 28 is in these words: "On all shipments of freight not governed by Rule 1, originating and terminating in this State, which pass over the whole or portions of two or more roads not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights less ten per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rates, less ten per cent., for the distance such shipment is hauled. Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree

Digitized by Google

upon; but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected, or work delay in transportation of such freights; or be a subject of appeal to the Commission by the roads at interest."

To this communication the Traffic Manager replied, on September 21 following, alleging that the Wilmington and Weldon Railroad Company in no way controlled the Norfolk and Carolina Company; that they were separate and distinct corporations; that while, in some cases, as a matter of economy, they had joint officers, such officers, when acting for the Norfolk and Carolina Company, were in no way governed by the Wilmington and Weldon Company, but acted entirely as individual officers of that company.

The case was continued for further investigation, and after much correspondence, on February 3, 1893, the Commission addressed to J. R. Kenly, General Manager of the defendant, the following: "You are asked to appear before the Commission at Raleigh, on Thursday, the 9th day of February, to show cause why the Norfolk and Carolina Railroad should not conform to Rule 1 of Rules Governing the Transportation of Freights, in applying the tariff to it and points on the Wilmington and Weldon Railroad and branches."

To this summons the defendant made answer, through its Traffic Manager, T. M. Emerson, who appeared before the Commission, and after an examination as a witness asked that written interrogatories might be furnished him and time given to furnish answers thereto. To this the Commission assented, and these interrogatories were answered on the 28th of March following by W. G. Elliott, President of defendant company, who on the 31st of March added the following: "I do not know that we shall object to having Rule 1 applied, as you suggest, to the Norfolk and Carolina and the Albemarle and Raleigh Railroads, and we are inclined to consent that the same shall be done. Our Traffic Manager suggests that there are now separate and distinct rates as to each of these roads and the Wilmington and Weldon. It will be necessary, therefore, for the Commission to decide which of these rates shall be applied to the several roads under Rule 1, and I take it that our Traffic Manager will be given a hearing on this subject before any order is made by the Commission. When this is done, I think there will be no difficulty about arranging that the several roads shall be put under that rule."

There was other correspondence, which need not be set out, and on the 25th of April the defendant, through its Traffic Manager, submit-

Digitized by Google

ted to the Commission the following: "I beg to submit herewith tariff made up on basis of Albemarle and Raleigh Railroad rates, as per page 79 of your report for 1891, with the exception that the maximum rate to be charged is fixed as follows: 1st class 68, 2d class 58, 3d class 48, 4th class 38, 5th class 33, 6th class 25, A 18, B 24, C 23, D 18½, E 33, F 44, H 38, K 15, L $2.10, M $2.53, N $40, O $30, P $25.30—these rates to apply between all stations in North Carolina on the Norfolk and Carolina Railroad and all stations on the Wilmington and Weldon Railroad and branches; between all stations Albemarle and Raleigh Railroad, and stations on Norfolk and Carolina Railroad in North Carolina, and between all stations Albemarle and Raleigh Railroad and stations Wilmington and Weldon Railroad and branches. I trust this tariff will meet with your approval, and will be glad to hear from you as early as possible in order that we may print same and put in effect." This was accompanied by a joint tariff sheet drawn up in accordance with this basis.

In answer thereto, on May 3, the Commission addressed to the Traffic Manager the following: "Your proposed tariff for joint rates between Albemarle and Raleigh, Norfolk and Carolina, and Wilmington and Weldon Railroads has been considered by the Commission. The same is not altogether satisfactory; one reason, among others, that there is a discrimination against other companies. For instance, the Richmond and Danville system for all joint rates, except the Murphy division, applies the Commissioners' Standard Tariff. Most of the connections of the Richmond and Danville do less business than any one of your system. We do not, however, desire so radical a change as this might appear to be, but will approve of the schedule submitted, asking that you apply the standard of the Commission to the following farm products, viz.: wheat, corn, rye, oats, hay, fodder, straw and cotton."

On the 8th of May following the defendant addressed to the Commission, through its Traffic Manager, the following: "Replying to yours of the 3d in regard to the joint rates between the Albemarle and Raleigh, Norfolk and Carolina, and Wilmington and Weldon roads submitted to the Commission, I infer from your letter that the rates as published therein, with the exception of Class D, which covers all articles named except cotton, are satisfactory, and that you desire us to adopt for Class D, Standard Tariff of the Commissioners. If we have correctly understood you in this, we are willing to do so, and on receipt of advices from you will issue tariff and send copy to you. So far as cotton is concerned, this is not covered by the tariff sent you, as there is

Digitized by Google

no movement of cotton between local stations, and we have a special cotton tariff from all that territory to the cotton receiving points on our system, which rates are filed with the Commission and we understand to be satisfactory."

To this the Commission replied on May 12: "Your letter bearing date May 8 is in accord with the letter addressed to you bearing date May 3. With the exception of the classification of hay, less than carloads, which you will note is Class 6, in making up the tariff be governed accordingly. Please issue tariff at once."

On May 15 the following was received by the Commission from the defendant: "We are printing tariff as submitted, making Class D Standard Tariff, and issuing special on hay, fodder, etc, less than carload, on the same basis as allowed for 6th Class on the Wilmington and Weldon Railroad local."

At a session of the Commission, held at Raleigh, beginning June 1, 1893, this case was called for a final hearing, and it appearing that defendant had applied Rule 1 governing transportation of freight to its rates between points on the Norfolk and Carolina, the Albemarle and Raleigh, and Wilmington and Weldon Railroads, and its branches, as advised to do by the Commission and as set out in the record, and that no further investigation or order was required, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

WRIGHT, *Complainant*,

v.

THE WILMINGTON AND WELDON RAILROAD COMPANY.

June 21, 1893.

This was a complaint filed May 31, 1893, in which it was alleged that on a certain day named, as well as on many other days, the train on defendant's line from Wilson to Fayetteville was so far behind as to miss the connection at Selma with the Richmond and Danville road, causing great inconvenience; that on the day named the defendant's train, on which was the complainant and ten or fifteen other persons desiring to make the said connection at Selma, was thirty minutes late; that they wired the Richmond and Danville Company at Selma, asking

Digitized by Google

it to hold its train at Selma, and that the Wilmington and Weldon would make up part of the lost time; that they arrived in Selma only fifteen minutes after the Richmond and Danville had passed. The complainant demanded that the defendant be required to make closer connection at Selma.

The complaint was served June 1, and defendant answered alleging that the Richmond and Danville train starts at Goldsboro, and is therefore generally on time, while its own train connects with its through train at Wilson, and whenever the latter train is late it necessarily delays the movement of the train on its Fayetteville short line, as it is compelled to wait for this through connection in order to get the through passengers, mail and express, etc.; that the Richmond and Danville only waited on its connection fifteen minutes; that its through trains during summer are generally on time.

At a session of the Commission, held at Raleigh, beginning June 21, 1893, the case was called for hearing.

This relief was sought under the 24th section of the act establishing the Commission, which provides, among other things, that "connecting lines shall be required to make as close connection as practicable for the convenience of the travelling public." In order to carry out the provisions of this section the Commission established Rule 11 governing the transportation of passengers, which is in these words:

"That all connecting railroads which are under the management and control, by lease, ownership or otherwise, of one and the same company, or at connection with a different company, shall be required to make close connection whenever practicable."

Pending this investigation, the Commission inquired of Vice-President Andrews of the Richmond and Danville Company whether he could hold the trains of that company longer than fifteen minutes at Selma, when notified of a delay on the part of defendant's train, and still maintain his through connections at Greensboro. He assured the Commission that he could not, with safety, do so. It appeared that the inconvenience, in every case, arose from delay on the part of defendant's trains, and that this delay was in every case caused by delay at Wilson in waiting there for defendant's through connection. It also appeared that the Richmond and Danville held its trains for fifteen minutes at Selma.

The Commission earnestly desire to remedy the inconvenience complained of, at the same time it did not seem wise to disturb the connection of the defendant at Wilson, or of the Richmond and Danville

Digitized by Google

Company at Greensboro, by any order requiring the former to leave Wilson earlier, or the latter to make a longer stop at Selma.

The Commission concluded that it would advise the defendant to guard in the future against delay at Wilson; and when delay there was unavoidable, to make up its lost time by increasing its speed between that point and Selma as much as safety to its passengers might allow; in any case of delay, to require its agents at Wilson to telegraph the agents of the Richmond and Danville Company at Selma of the delay and request that the trains of the latter be held as long as possible at that point; and to advise the Richmond and Danville Company to instruct their agents at Selma when such telegram is received to hold the train at Selma as long as possible to await the train of the defendant.

It appearing that no further order was required at present, the case was dismissed.

By order of the Board.

Atlantic Coast Line
to
The Railroad Commissioners.

June 21, 1893.

This was a petition filed February 7, 1893, asking consent of the Commissioners to discontinue agency at House, a station on the line of the Scotland Neck branch.

Answer to the petition was filed by D. T. House and many others, citizens of the county of Pitt, residing at or near House, alleging that a discontinuance of said agency would greatly inconvenience the patrons of said road living on the North side of Tar river; that said agency was established in April, 1892, and asking that the Commissioners refuse their consent to said discontinuance. The case was continued for a full investigation of the facts. There was much testimony.

At a session of the Commission, held at Raleigh, beginning June 21, 1893, the case was called for hearing and the petitioning company appeared through its counsel, A. W. Haywood, Esq. It was conceded that the land upon which the depot building had been erected was granted by David House, upon the consideration and agreement that a depot should be erected thereon. It was further conceded that the receipts of the company at House amounted to about $1,700 per annum.

Wherefore, without a further finding of facts, it was considered and adjudged by the Commission that the consent of the Commissioners to a discontinuance of the agency at House be not granted.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

JOHN M. FAISON, *Complainant*,
v.
SOUTHERN EXPRESS COMPANY.

June 21, 1893.

The complaint was filed in this case on April 24, 1893. The complainant alleged that he had twenty-nine crates of strawberries accepted and billed by defendant's agent at Faison on the 21st of April, 1893; that when train came, the cars were loaded and defendant refused to take them; that they were afterwards shipped by freight train, thus causing delay in transportation and loss to complainant. The demand was that defendant be required to pay to complainant the amount of said loss.

The complaint was served, and on May 10 following defendant filed its answer, admitting the failure to carry the complainant's berries as alleged in the complaint, but alleging by way of excuse that on the day previous to the injury complained of its agent, W. Buckner, had passed over the road from Goldsboro to Wilmington and ascertained that only 700 crates would be offered the next day for transportation; that facilities were provided for that number, but that next day 1,500 crates were offered; that defendant was compelled to leave some of these, among them those belonging to complainant.

Answer further alleged that at the Truckers' Association, held at Faison on the 31st of March previous, the said agent of defendant made the public announcement that defendant would not be able to carry half the incoming crop owing to the limited space allowed defendant on the passenger train, and notified shippers that they had better make arrangements for other means of transportation. That the complainant was present and heard this announcement. That the said agent, also before the season opened, wrote to each member of the transportation committee of the Truckers' Association, stating that defendant would not be able to "begin to handle" the entire crop, and urging that other arrangements be made. That after taking every precaution as above set forth to confer with and advise shippers of the situation, the defendant was not chargeable with any neglect.

After reading and considering the answer of the defendant, and assuming all the facts therein stated to be true, the Commission, on May 13, filed the following opinion and directed a copy thereof to be forwarded to the defendant:

Digitized by Google

"It is the opinion of the Commission that the facts stated in your answer do not relieve you from liability in this case for any damage which may have been sustained by reason of the delay of the shipment. Your attention is called to the fact that your company alone has the privilege of doing an express business over the line of the Wilmington and Weldon Railroad. To your company alone can the public look for express transportation facilities. To concede that by giving notice to truckers of your want of space to carry more than a limited quantity of the produce would be to concede to your company the right to limit production. It is clear to the Commission, from the decisions of our Courts, as well as from reason, that you owe a duty to the public from which you cannot escape by any notice which you may give or by any press of business; nothing but some unforeseen pressure, something that no reasonable foresight could provide against, would excuse you. The facts stated in your answer do not point out so extreme a case as the latter. This opinion is given so that you may be guarded in the future in supposing that you can exempt yourself from liability in the manner indicated in your letter. As to the matter of damage in this case the complainant has been asked to state what loss, if any, he has sustained, and upon the proof offered by him the case will have further hearing. In the meantime, the Commission hopes the differences will be settled."

At a session of the Commission, held at Raleigh, beginning June 21, 1893, this case was called for hearing, and it appearing that the loss of the complainant has been satisfactorily adjusted by the defendant, and that no further action is required, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

HUNDLEY BROS. & CO., *Complainants*,

v.

THE RICHMOND AND DANVILLE RAILROAD COMPANY.

June 21, 1893.

The complainant alleged that he had located his saw-mill at Green's, a station of the defendant company, on the line of the Oxford and Clarksville Railroad Company, twelve miles from the town of Durham; that the rate charged him on lumber by the defendant from Durham to Norfolk, Va., was 17 cents per 100 pounds, while the rate charged

Digitized by Google

from Durham, twelve miles further on the same line, was 10 cents per 100 pounds. The complaint was filed June 5, 1893, and thereafter, on June 10, the defendant, through its General Freight Agent, J. H. Drake, answered, admitting the allegations of the complaint, but alleging by way of defence that the discrimination was made to meet competition with the Raleigh and Gaston Company at Durham. The defendant further answered that the rate should be at once changed and the discrimination corrected. On the 17th of June following, the Commission was advised by complainant that the rate had been made satisfactory and no further relief was asked.

At a session of the Commission held at Raleigh, beginning June 21, 1893, the case was called for hearing, and it appearing that no further investigation was required, it was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. R. WHICHARD, *Complainant*,

v.

THE WILMINGTON AND WELDON RAILROAD COMPANY.

July 11, 1893.

In this case the plaintiff complained and alleged: That his place of business, Whichard, was on the Washington branch of defendant's line, sixteen miles from the town of Washington; that the charge on a barrel of flour shipped from Baltimore to his place was 48 cents, while it was carried sixteen miles further, to Washington, for 30 cents per barrel; that defendant charged $1 for carrying a bale of cotton from Washington to Norfolk, Va., while it charged $1.40 for the same service from his place, which was sixteen miles nearer Norfolk.

The complaint was served June 16, and answer filed June 21 following. The answer alleged that the discrimination complained of was on account of strong water competition at Washington.

The case was called for hearing at a session of the Commission, held at Raleigh, beginning July 11, 1893. It appeared that the rates complained of were interstate and that the Commission had no jurisdiction of the complaint. It further appeared that the discrimination complained of was on account of water competition at Washington, and the

Digitized by Google

Commission was of opinion that the complaint for this reason ought not to be referred to the Interstate Commission. The action was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

POTEET & KANIPE, *Complainants.*

v.

THE RICHMOND AND DANVILLE RAILROAD COMPANY.

July 11, 1893.

This complaint was filed June 12, 1893, for loss on account of error in billing a car-load of lumber to the Burke Tanning Company instead of to the Morganton Manufacturing Company, both of said companies having their places of business in different parts of the town of Morganton. The complaint was served June 12, and on July 10 the defendant answered, through its General Freight Agent, J. H. Drake, promising a prompt investigation.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, this case was called for hearing, and it appearing that the defendant had refunded the loss and no further relief was demanded, it was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

CITIZENS OF WHITTIER, *Complainants,*

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

July 11, 1893.

This was a petition filed February 13, 1893, asking that a depot be erected at Whittier, a station on defendant's line.

The petition was served on February 17, and answer thereto on March 22, in which defendant promised that repairs should be made

Digitized by Google

at once to the floors and platform, so as to put the depot in good condition; the answer further alleged that the receipts at said station were on the decrease. On March 28 this answer was forwarded to the petitioners, accompanied by the following communication:

"We hand you copy of letter from Col. A. B. Andrews relating to the depot at Whittier. You will note what he has to say. Will you advise whether this proposed work will be satisfactory? If not, furnish further information; the population of the place, number of stores, amount of business done," etc.

To this communication no answer has been furnished and no complaint made.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, this case was called, and it appearing that no further investigation was needed, and no further order necessary, the action was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

NATHAN WILLIAMS, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

July 11, 1893.

This was a complaint filed May 30, 1893, that articles consigned to complainant at Godwin from Wilmington, and delivered to defendant at the latter place for transportation, had not been delivered to complainant, and were lost in transitu; that the value of said articles was $11.81, as shown by an itemized statement of them. The complainant asked that the defendant be required to make good the loss. The complaint was served May 31, following.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, it appearing that the defendant had paid the loss, and that no further action was demanded, the case was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

NICHOLSON, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

July 11, 1893.

This was a complaint filed June 8, 1893, for loss of shipment made by plaintiff from Enfield to Elkin. Complaint was served June 8, 1893, and answer filed June 12 following, promising investigation.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, the case was called and it appearing that the loss complained of had been paid the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

MURPHY, JENKINS & CO., *Complainants*,

v.

NORFOLK AND CAROLINA RAILROAD COMPANY.

July 11, 1893.

Plaintiff complained of discrimination in rates on shipments from Edenton to Knight's and Tarboro in favor of the latter against the former place on defendant's line; that the rate charged *via* Tunis from Edenton to Tarboro was 21 cents per 100 pounds, while to Knight's, which is 12 miles nearer Edenton, the rate charged was 45 cents per 100 pounds.

The complaint was served on May 27, 1893, and thereafter on June 23 the defendant answered, alleging that the reduced rate to Tarboro was put in force to meet water competition, but in order to put Knight's and Tarboro more nearly equal the defendant would ignore this competition and issue a new tariff, which was filed as a part of the defendants answer.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, this case was called for hearing, and it appearing from an inspection of the new tariff filed that the rates had been fairly adjusted and the discrimination corrected by giving the same rates to Knight's as to Tarboro, the action was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

OSCAR HIGH, *Complainant*,

v.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD COMPANY.

July 11, 1893.

In this case the plaintiff alleged as follows: That on April 5, 1893, he consigned to his correspondent in Philadelphia three barrels radishes, and placed the same in defendant's warehouse at Whiteville at 1 o'clock P. M.; that defendant's agent was not present to receive said articles, and did not arrive at the warehouse until the train had left; that this train is due at 1.15 P. M., and left at 1.28 P. M.; that the agent refused to bill and ship said articles; that if the agent had been at the warehouse at 1 o'clock P. M. the articles could have been shipped by said train; that said train, upon which plaintiff desired to ship, made connections with a fast train provided for carrying vegetables to Northern markets, and which ran only on Tuesdays and Thursdays; that plaintiff was compelled to ship by express, which left Whiteville eighteen hours later; that he was compelled to incur a loss on account of difference in charges of 50 cents per 100 pounds, besides damage to his vegetables on account of the delay in transportation.

Plaintiff demanded that defendant be required to make recompense for the loss sustained.

The complaint was filed April 8, 1893, and at once served, and answer filed April 24, following, promising investigation.

At a session of the Commission, held at Raleigh, beginning July 11, 1893, the case was called for hearing. The relief was sought under Rule 26, prescribed by the Commission, which is as follows:

"All depots situated in incorporated towns and cities in this State must be kept open each day, Sundays excepted, for the receiving and delivery of freight, as follows: From April 1 to September 30, between the hours of 7 o'clock A. M. and 6 o'clock P. M.; from October 1 to March 31, 7:30 o'clock A. M. and 5 o'clock P. M., with an intermission in each case of one hour from 12 o'clock noon to 1 o'clock P. M."

It appearing that the grievance complained of has been redressed, and that the plaintiff asks no further relief, the case is dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ALLEN HOLT, *Complainant*,

v.

THE SOUTHERN EXPRESS COMPANY.

July 11, 1893.

This was a complaint of overcharge on package from Greensboro to Kernersville. Complaint was filed April 24, 1893. Before filing the complaint, and in answer to a letter of inquiry from the plaintiff, the Commission addressed to him the following on April 15:

"Replying to your letter, bearing date April 17, relative to charge on express package, you will notice on page 126 of the Report of the Railroad Commission for the year 1891, 'that packages not exceeding five pounds in weight or $5 in value, between any two points in North Carolina on any one system of roads, will be carried for 25 cents.'"

On June 20 the Commission addressed the following to plaintiff:

"Referring to your complaint of overcharge, the Commission would be glad to know if same has been refunded to you. If it has not been done, the matter will have immediate attention."

At a session of the Commission, held at Raleigh, beginning July 11, 1893, the case was called, and it appearing that the overcharge had been refunded, was dismissed.

By order of the Board.

IN THE MATTER OF THE CONTROVERSY BETWEEN THE ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY AND THE EAST CAROLINA LAND AND RAILWAY COMPANY.

July 25, 1893.

The above named companies, having on the 25th day of July, 1893, signed the following agreement:

Whereas, There is now a controversy between the Atlantic and North Carolina Railroad Company and the East Carolina Land and Railway Company as to the rules and regulations and the respective duties which each shall assume towards the other in effecting a crossing by the latter company's road of the former company's tracks in the City of Newbern, it is agreed to submit said controversy to the

Digitized by Google

arbitration of the Railroad Commissioners, in pursuance of the 31st section of the act creating the Railroad Commission, and to authorize said Commissioners to settle by their award the rules and regulations to be observed by said companies respectively in crossing each others tracks in said City of Newbern, and define the duties which each company shall assume and observe towards the other in the premises.

Signed the 25th day of July, 1893.

JOHN D. WHITFORD,
For the Atlantic and North Carolina Railroad Company.
H. A. WHITING,
For the East Carolina Land and Railway Company.

The Commission having heard evidence touching said controversy, and argument thereon from J. D. Whitford, representing the Atlantic and North Carolina Railroad Company, and H. A Whiting, representing the East Carolina Land and Railway Company, do find and award as follows:

1. The said first party, the Atlantic and North Carolina Railroad Company, shall not be required to alter the level or alignment of its tracks as now existing.

2. The construction and material employed in such crossing shall be acceptable to said first party.

3. The said crossing shall be so constructed and maintained as not to obstruct the drainage of the roadway of said first party.

4. The entire expense of the construction and maintenance of such crossing shall be borne by the said second party, which shall at all times and at its own expense promptly make such repairs and renewals of the same as may be prescribed and demanded by the proper officers of the party of the first part, and at such times and in such manner as shall not interfere with the regular movements of the trains of the said party of the first part. And should at any time semiphones be deemed necessary by either party, or extra police regulations be required, the expense and maintenance of the same shall be borne by said party of the second part, the East Carolina Land and Railway Company.

5. No trains, cars or locomotives of the party of the second part shall be allowed to stand across the tracks at said crossings without consent of party of the first part, and no trains, cars or locomotives of the party of the first part shall be allowed to stand on the tracks of said crossings for a period longer than five minutes without proper signals or if

Digitized by Google

no train is approaching; if, after five minutes a passenger train is approaching, the track must be cleared.

6. The locomotives and trains of both parties hereto shall, in all instances, make a full stop at a point not nearer than thirty feet from the centre of the crossing aforesaid; and the locomotives of either party shall not proceed until its engineer shall see that the said crossing is entirely clear, and that the train under his charge can proceed with entire safety.

7. The trains, cars and locomotives of said party of the first part shall have the right-of-way over those of the same class belonging to said second party, but as between trains of different classes, a passenger train of either party shall have the right-of-way at said crossing over a freight train or other inferior train of the other party; but in no case shall a detention be caused greater than five minutes.

8. The party of the second part shall be held liable for and shall promptly make good the damage caused by collisions or accidents, growing out of the maintenance and management of the said grade crossing, unless such collisions or accidents shall be due to negligence on part of the party of the first part; and in like manner the party of the first part shall be liable for and shall promptly make good any and all such damages arising out of its own negligence in the premises. In case repairs or renewals are made necessary by acts of parties other than the parties to this agreement, such repairs and renewals shall be made by the party of the second part, and the expenses thereof shall be borne equally by and between the parties hereto.

9. The provisions of this instrument shall apply to and fully govern and control the movement of all trains operating on and over the respective roads of the parties hereto, whether such trains, cars or locomotives shall belong to the said parties respectively, or to any other parties operating over said roads.

And the above rules and regulations shall govern the parties respectively in crossing each others track in the city of Newbern, and determine their respective duties in the premises.

By the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

ELLIOTT FURNITURE COMPANY, *Complainant*,

v.

THE RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

This complaint was filed May 16, and served May 31, 1893.

At a session of the Commission at Raleigh, August 29, 1893, this cause was called for hearing, and it appearing from the investigations therein that it was the duty of the Commission to bring this complaint before the Interstate Commerce Commission for redress, it was so adjudged and ordered, as follows:

"*To the Honorable the Interstate Commerce Commission:*

"The Board of Railroad Commissioners of North Carolina respectfully ask leave to bring the above entitled cause before the Interstate Commerce Commission for redress.

"The act of the General Assembly of North Carolina creating the Commission provides in the sixth section thereof 'That upon the complaint of any person or persons, corporation or corporations, to said Commissioners of any unjust discrimination in carrying freight which comes from or goes beyond the boundaries of the State, by any railroad company, whether organized under the laws of this State or organized under the laws of another State and doing business in this State, the said Commissioners shall investigate said complaint, and if the same be sustained it shall be the duty of said Commissioners to bring said complaint before the Interstate Commission for redress, in accordance with the provisions of the act of Congress establishing the Interstate Commerce Commission.'

"The plaintiff company is duly organized according to the laws of North Carolina for the purpose of manufacturing furniture in the town of Charlotte, N. C.

"On the 16th day of May, 1893, the plaintiff filed a complaint before this Commission, alleging that the defendant company was guilty of unjust discrimination against the town of Charlotte, N. C., and in favor of Atlanta, Georgia, for that the said company charged the plaintiff 72 cents per 100 pounds for the transportation of furniture to Bangor, Penn., while it was charging for a like service to said point from Atlanta,

Digitized by Google

Georgia, 55 cents per 100 pounds, in violation of the act of Congress, and to the injury of the plaintiff's company.

"This complaint was served upon the defendant company on the 31st of May following, and on June the 5 h thereafter the General Freight Agent of the defendant company, J. H. Drake, answered, saying, 'That he had received a letter from the Elliott Furniture Company in regard to rates on furniture from Charlotte to Bangor, and other interior Pennsylvania points, and that he was then seeking to make an arrangement with the connections of the defendant company whereby lower rates might be given to interior points, and that as soon as the correspondence was completed he should advise the plaintiff what had been accomplished.'

"This cause was retained by this Commission for investigation, and at its present session, to-wit, on the 29th day of August, the plaintiff company filed a communication addressed to said company, and bearing date August 25, 1893, signed by A. J. Craige, Division Freight Agent of the defendant company, as follows:

"'With reference to your letter August 23 as to overcharge to Bangor, Penn., and Annandale, N. J., I beg to advise that we cannot guarantee the same rates from Charlotte as are in effect from Atlanta to these points, but if you will make claim for the overcharge we will do what we can to have the same refunded.'

"From the investigation of this cause, and from the admissions of the defendant company's agent, it appears to this Commission, and this Commission so alleges, that the defendant company in charging a greater rate for the transportation of furniture from Charlotte, N. C., to Bangor, Penn., is guilty of unjust discrimination, and a violation of the 4th section of the act of Congress establishing the Interstate Commerce Commission.

"Copies of the correspondence filed in this cause are hereto attached and prayed to be taken as a part of this statement.

"Wherefore, this Commission prays that the Honorable the Interstate Commerce Commission, will redress the grievance herein complained of.

"By the Board."

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CAROLINA BEACH AND SOUTHPORT STEAMBOAT COMPANY
TO
THE COMMISSION.

August 29, 1893.

This was a petition asking the Commission to reduce the assessment of the petitioner's property from $25,000 to $12,000, this property consisting of two steamers, the Clarence and the Wilmington.

The petition was filed August 19, 1893. The Commission addressed a communication to the Board of Commissioners of New Hanover County asking the opinion of the Board as to the value of this property, and received answer that the conclusion of the Board, after consulting with other parties, was that the valuation of said property at $20,000 would be equitable and fair.

At a session of the Commission at Raleigh, August 29, 1893, this petition was considered, and it was adjudged and so ordered that the prayer of the petitioner be granted in part, and the assessment be reduced from $25,000 to $20,000.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

THE CAROLINA CENTRAL RAILROAD COMPANY
TO
THE COMMISSION.

August 29, 1893.

This was a petition filed June 15, 1893, asking consent of the Commissioners to discontinue the agency at Alma, a station on the petitioning company's railroad, and to make the same a prepay station.

The grounds of the petition are that the business of Alma is not sufficient to justify the company in maintaining the expense of the agency, and that a billing station and telegraph office is within two miles of Alma. The petition further declared that it was the purpose of the company to stop its trains at Alma as heretofore for freight and passengers, giving every facility as before, only excepting the presence of an agent.

Digitized by Google

At a session of the Commission at Raleigh, August 29, 1893, this cause was called for hearing, and it appearing that notice of the petition had been given according to law, and no objection thereto appearing, it was adjudged by the Commission that its consent be and is hereby given to discontinue the agency at Alma, and to make the same a prepay station, upon the foregoing terms set out in the petition. It is so ordered.

By order of the Commission.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF WILSON, *Complainants*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

August 29, 1893.

This was an action instituted by the Commission on the relation of the citizens of Wilson, asking the defendant to comply with Circular No. 1, issued by the Commission, and to afford to the public at Wilson such a station-house for passengers as shall meet the requirements of the circular.

The defendant answered, promising to comply with the terms of the circular. The case has been continued to allow the defendant time to perform the duty required of it.

At a session of the Commission at Raleigh, August 29, 1893, this case was called for hearing; and it appearing that the defendant had complied with the order of the Commission, the action was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

C. B. BUTNER, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

Complaint filed May 31, 1892, alleging that defendant refused to sell plaintiff a second-class ticket from Winston to Rural Hall, on its line, for a freight train with passenger car attached.

Digitized by Google

On June 1, 1892, the Commission issued the following:

"CIRCULAR No. 19.

"On all mixed trains carrying passengers, when two coaches are attached, first and second-class tickets must be sold. When only one coach is attached only second-class rates shall be charged, unless the coach has seperate apartments, then first and second-class rates may be charged. This circular to take effect July 1, 1892."

This circular, with complaint, was sent to defendant. The defendant appeared before the Commission, through its General Manager, A. B. Andrews, and after hearing argument, the Commission issued the following:

"CIRCULAR No. 21.

"The Commission will hear any exceptions to Circular No. 19, bearing date June 1, 1892, on the part of any company affected thereby, and will suspend the operation of the same in any case where sufficient reason can be shown for such suspension."

The defendant then made application to suspend Circular No. 19 on all of its roads upon which mixed trains were used.

At a session of the Commission at Raleigh, July 20, 1892, this application was considered, and no sufficient reason appearing, was denied by the Commission. This case has been continued for further orders as might seem necessary.

At a session of the Commission at Raleigh, August 29, 1893, it was called for hearing, and it appearing that no further investigation was demanded, it was adjudged that it be taken from the docket.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

RIDGEWAY ALLIANCE, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

This was a complaint filed August 19, 1892, alleging that defendant violated the tariff for passenger fare between Oxford and Wilkins, on

Digitized by Google

its line, prescribed by the Commission, and charged ten cents more than the rate in effect before the establishment of the Commission.

The defendant answered August 24 following, and denied the allegations of the complainant. The defendant also set out in its answer the rates charged both before and after the establishment of the Commission. The answer was served on the plaintiff, and the cause assigned for hearing September 14, 1892. Neither plaintiff nor defendant appeared, and the case was continued.

At a session of the Commission at Raleigh, August 29, 1893, it was called for hearing, and it appearing that no further investigation was demanded, the action was dismissed.

By order of the Board.

State of North Carolina on the Relation of the Railroad Commissioners.

The Morganton Manufacturing and Trading Co., *Complainant*, *v.* Richmond and Danville Railroad Company.

August 29, 1893.

The plaintiff filed complaint February 27, 1893, alleging that it had sustained a loss by injury to goods consigned to it, over defendant's line, at Morganton. The complaint was served, and defendant answered on March 18, following, alleging that the goods of the plaintiff, consisting of a box containing window-glass, were delivered by the defendant's agent at Morganton in good order, and so receipted for; that no damage was indicated by the appearance of the box.

On March 28 the Commission addressed a communication to the plaintiff, asking that an affidavit of the person who received the box from the defendant's agent be furnished the Commission, showing how the box was handled from the time it was taken from the agent until it was delivered to plaintiff. To this communication no answer has been received.

At a session of the Commission at Raleigh, August 29, 1893, this case was called for hearing, and it appearing that the plaintiff has failed to furnish proof of the facts alleged in the complaint, it was adjudged that the action be dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

E. E. HART, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

August 29, 1893.

Complaint filed January 2, 1893, and served on defendant May 20, 1893, after correspondence with plaintiff. Plaintiff alleges that the distance between Greenville and Littlefield, the former a prepay and the latter a flag station on defendant's line, was twelve miles; that the defendant was charging for second-class passenger fare over said distance forty cents. On June 10 following, defendant answered that the distance as shown by actual measurement was thirteen and one-third miles, and that the rate charged was in conformity with the tariff prescribed by the Commission, prescribing for second-class fare two and three-fourths cents per mile, and for first-class fare three and one-fourth cents per mile. The Commission called the attention of the defendant to Rule 13 Governing the Transportation of Passengers, which is as follows: "Railroad companies in computing passenger rates between stations where fractions of a mile are to be considered, will calculate for the nearest even number of miles."

At a session of the Commission at Raleigh, August 29, 1893, this case was called for hearing, and it appearing that the defendant has adjusted its passenger rates between Greenville and Littlefield so as conform to the tariff prescribed by the Commission, and in accordance with the demands of the plaintiff, viz: 40 cents for first-class and 35 cents for second-class, and that no further investigation is demanded, the action was dismissed. By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

J. B. LANIER, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

This was a complaint filed May 21, 1893, alleging that the defendant company charged the plaintiff, who is a distiller in Salisbury, North Carolina, 38 cents per 100 pounds for the transportation of whiskey

Digitized by Google

from Salisbury to the City of Petersburg, Virginia, while it charged for like service to Farmville, Virginia, 50 cents per 100 pounds; that in both cases the whiskey was transported by the defendant to Burkeville, Virginia, and thence to Petersburg, a distance of fifty-two miles, or to Farmville, a distance of sixteen miles; that the greater rate to Farmville was a violation of law to plaintiff's injury.

The complaint was served and defendant answered on July 26, following, giving explanation of rates and alleging that the lesser rate was on account of water competition.

On July 27 the defendant's answer was forwarded to the plaintiff and a communication addressed him by the Commission, advising the plaintiff that the grievance complained of was not within the jurisdiction of the Commission, and asking if he desired to refer the case to the Interstate Commerce Commission. To this no answer was received.

At a session of the Commission at Raleigh, August 29, 1893, the cause was called for hearing, and it appearing that this Commission did not have jurisdiction of the subject-matter of the complaint, it was adjudged that the action be dismissed. By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

D. F. DAVENPORT, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

August 29, 1893.

Complaint filed June 5, 1893. Plaintiff alleged that on the 3d day of June, 1893, he was at the station of the Scotland Neck and Kinston Railroad at Scotland Neck, waiting to take defendant's train over that line to Rocky Mount, via Tarboro; that defendant's agent there informed him that the train was fifty minutes late; that he wired the defendant's agent at Tarboro to hold the train of the Norfolk and Carolina Railroad, another of defendant's connections, until he could arrive; that defendant refused to hold its train; that the connection was lost and the plaintiff suffered great inconvenience and actual loss of $5. Plaintiff asked that defendant be required to refund this loss.

At a session of the Commission at Raleigh, August 29, 1893, this cause was called for hearing, and it appearing that the complaint did not state facts sufficient to constitute a cause of action, the case was dismissed. By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

L. THOMPSON, *Complainant*,

v.

WESTERN UNION TELEGRAPH COMPANY.

August 29, 1893.

Complaint filed June 6, 1893, alleging overcharge for transmitting message from Hamlet to Gibson.

At a session of the Commission, at Raleigh, August 29, 1893, it appearing that the injury complained of has been redressed, and no further investigation demanded, it was adjudged that the action be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF MURPHY, *Complainants*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

This complaint was filed July 1, 1893, by J. A. Akin and many other citizens of Murphy, protesting against the proposed change of schedule from Asheville to Murphy. The complainants alleged that if the proposed schedule went into effect the regular passenger train will leave Asheville at 7 P. M., and arrive at Bryson City at 11 P. M., compelling passengers to lie over at Bryson City over night, and then to connect with a mixed passenger and freight train daily from Bryson City to Murphy; that the delay at Bryson City deprived the complainants of a daily mail from Asheville, and delayed through passengers from 12 to 24 hours. The complainants asked that the present schedule be kept in force. The defendant filed its answer on August 19, 1893, through its General Superintendent, V. E. McBee, alleging that the proposed change of schedule benefited a majority of the traveling public by allowing them to proceed without delay at Asheville as far as Bryson City; that the travel beyond Bryson City was so light that few persons were inconvenienced in comparison with the large number required to lie

Digitized by Google

over at Asheville both ways; while the proposed schedule gives opportunity to come into Asheville in the morning at 8 o'clock and to return to Bryson City the same evening; that many, at least one thousand good people would sign a petition asking the proposed change of schedule. Defendant also filed, as part of its answer, statement showing number of first and second-class tickets sold from Murphy to Asheville for six months ending June 1, 1893; the former being forty-seven and the latter sixty-six.

On the 13th of July, and before the defendant had filed its answer, the Commission addressed a communication to the complainants, calling attention to the effect of the proposed change in making a close connection at Asheville with trains from the East, thus enabling parties going as far west as Bryson City to reach home the same day instead of being required to stay in Asheville all night; and besides, putting passengers and mail in Murphy four and a half hours earlier than by the present schedule. It appearing that the proposed schedule would cause delay to passengers going from Murphy to Asheville, the Commissioners further advised the complainants that while the act creating the Commission did not authorize the Commissioners to make schedules, but to enforce reasonable connections, the Commission would seek to secure a convenient schedule from Murphy to Asheville.

At a session of the Commission, at Raleigh, August 29, 1893, this case was called for hearing, and after considering the facts alleged in the complaint and not denied in the answer, and the facts alleged in the answer and not denied by the complainants, the Commission was of the opinion that it does not have jurisdiction to grant the relief asked.

"The act establishing the Commission nowhere gives jurisdiction to fix a schedule for any common carrier, prescribing the time of arrival and departure of its trains or their number, to suit the convenience of those who may wish to travel over its line. The purpose of the act, as construed by the Commission, is to afford relief to the traveling public by preventing unreasonable delay and inconvenience at connecting points on account of a failure to afford all reasonable and proper and equal facilities for speedy transit; hence connecting lines are not only required to make as close connections as practicable, but they are forbidden to discriminate in their rates and charges."—*Report 1892, page 592.*

The relief sought in this case is that the Commission require the defendant to retain the present schedule and forbid the proposed change. It does not appear that the Commission, by granting the relief asked,

Digitized by Google

would afford the traveling public that service which the act authorizes; on the contrary, it appears that the traveling public may be better served by the proposed change. The Commission is therefore of the opinion that it ought not to grant the relief asked, and it is so adjudged.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS.

J. D. RIGGAN, *Complainant*,

v.

WESTERN UNION TELEGRAPH COMPANY.

August 29, 1893.

Complaint filed July 1, 1893, alleging overcharge for transmitting message from Macon to Creedmore.

At a session of the Commission, at Raleigh, August 29, 1893, this cause was called for hearing, and it appearing that the overcharge had been refunded, and no further investigation demanded, the cause was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

GARDNER, *Complainant*,

v.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

August 29, 1893.

Complaint filed July 13, 1893, alleging loss of merchandise consigned to plaintiff at Beaufort over defendant's line. Complaint was served on defendant July 17, and defendant answered July 27 following, promising investigation and adjustment of plaintiff's loss.

At a session of the Commission, at Raleigh, August 29, 1893, this cause was called for hearing, and it appearing that the defendant has paid to plaintiff the loss complained of, and that no further investigation is demanded, the action was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. C. TUCKER, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 29, 1893.

Complaint filed June 24, 1893, alleging that on or about the 14th of June, 1891, plaintiff bought from defendant's agent at Raleigh a 1,000-mile mileage ticket-book, paying therefor $25; that in January, 1892, plaintiff lost said ticket-book, containing 300 or more miles unused; that plaintiff had demanded of defendant to be reimbursed for the 300 miles of said ticket-book unused.

The complaint was served, and defendant answered on July 21 following, denying any violation of the laws of North Carolina or any rule prescribed by the Railroad Commissioners. The defendant filed as a part of its answer the contract which was signed by the plaintiff when he purchased said 1,000 mile ticket-book.

At a session of the Commission, at Raleigh, August 29, 1893, this case was called for hearing. The following facts are found:

1. That the plaintiff, when he purchased the said ticket-book on January 14, 1891, signed as a part of the contract of purchase an agreement of which the following conditions, among others, are material to the consideration of this cause:

"(6) That this ticket shall not be duplicated if lost.

(7) That this ticket shall be limited to use within one year from date of issue.

(8) That this ticket, if presented for redemption or transfer within the above limits, will be redeemed at two cents per mile for the unused coupons. If presented for redemption or transfer within ninety days after the expiration of limit, it will be redeemed at one and one-half cents per mile for the unused coupons. No tickets or coupons thereof will be redeemed unless presented within limits above stated."

2. That on or about the 1st of January, 1892, plaintiff lost said ticket-book, which then contained 300 miles of unused coupons.

3. That plaintiff made demand of the defendant to be reimbursed for the unused portion of said ticket-book within one year from the date of its purchase.

From these facts the Commission concluded that the plaintiff was not entitled to the relief demanded. The conditions above recited seem to

Digitized by Google

be reasonable. The act of the General Assembly creating the Railroad Commission seems to commend the issuance of mileage, excursion or commutation passenger tickets. The 25th section of the act places the issuance of these tickets among those charitable and benevolent acts of common carriers which the act will not prevent, but rather encourage. Certainly they not only furnish minimum rates, but also a great convenience to the traveling public.

The conditions required of those who avail themselves of these cheaper rates seem necessary to protect the common carrier from imposition and fraud. If the relief demanded in this cause should be granted, and the plaintiff allowed to offer proof of his lost coupons, a door would thus be opened to such imposition and fraud, or to such inconvenience and loss to prevent it, that these cheaper and more convenient rates might be altogether denied to the traveling public. It is the opinion of the Commission that the defendant has violated no provision of the act establishing the Commission or any rule or regulation made in pursuance thereof, and that the relief demanded ought not to be granted. Whereupon, it was adjudged that this action be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMMISSIONERS.

THE NORFOLK AND SOUTHERN RAILROAD COMPANY TO THE RAILROAD COMMISSIONERS.

August 29, 1893.

This was a petition filed February 19, 1893, asking that the petitioning company's telegraph line between Plymouth and Belhaven be exempted from the provisions of Circular 25.

The petitioner filed as a part of its petition a statement showing total receipts of the telegraph line between Plymouth and Belhaven for the year ending May 31, 1893, to be $529.23, and expenses to be $454.41.

At a session of the Commission, at Raleigh, August 29, 1893, this petition was called for hearing, and it was considered and adjudged that the relief asked ought not to be granted, and the petition was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ATLANTIC COAST LINE RAILWAY COMPANY

TO

THE COMMISSION.

August 29, 1893.

This was an application filed August 19, 1893, asking the approval of the Commission to a special rate on meal from Washington to Goldsboro at 9 cents per 100 pounds, to enable the mills of Washington to compete with those of Newbern in supplying meal to Goldsboro.

This application was filed under the proviso contained in the 6th section of the act establishing the Commission, which is as follows:

"That the Railroad Commissioners conjointly with such companies shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State."

At a session of the Commission, at Raleigh, August 29, 1893, this application was considered by the Commission, and it was adjudged and so ordered that the special rate of 9 cents per 100 pounds on meal from Washington to Goldsboro be and the same is hereby approved.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

LAUREL RIVER AND HOT SPRINGS RAILROAD COMPANY

TO

THE COMMISSION.

August 29, 1893.

This was an application filed August 15, 1893, asking that the Commission make no assessment of the property of the petitioning company while it is constructing its road.

At a session of the Commission, at Raleigh, August 29, 1893, this application was considered, and it appearing that two miles of track had been laid, that six miles had been graded at a cost per mile of $5,000; that engine in use cost $6,000, and flat cars $1,400; that the assessment was $1,000 per mile, and the rolling stock at less than the cost; it further appearing that the exception to the assessment was not filed within the time prescribed by law, and that the report of the assessment had gone to the offices of the Auditor and Treasurer, it was adjudged and so ordered that the application be denied.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

WILMINGTON SEACOAST RAILROAD COMPANY.
TO
THE COMMISSION.

August 29, 1893.

This was a petition filed August 2, 1893, asking that the assessment per mile of the petitioning company's road be reduced to $2,500.

At a session of the Commission, at Raleigh, August 29, 1893, the petition was called for hearing, and it appearing that the assessment was the same as that made for the years 1891 and 1892; and it further appearing that the exceptions to the assessment had not been filed within the time prescribed by law, of which the petitioner had due notice; it further appearing that the report of the assessment has already gone through the offices of the Auditor and Treasurer, it was adjudged that the prayer of the petitioner be not granted, and that the petition be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

T. P. JERMAN, *Complainant*,
v.
RICHMOND AND DANVILLE RAILROAD COMPANY.

Complaint filed August 12, 1893. The plaintiff alleged that he purchased a ticket from defendant at a reduced rate for transportation from Raleigh, N. C., to Morehead City and return at any time to the 1st of August; that said ticket was not good for the return trip unless stamped by the agent of the Atlantic and North Carolina Railroad at Morehead City; that plaintiff failed to have said ticket stamped before returning, and when he presented it to defendant's conductor on the train from Goldsboro to Raleigh he was required to pay full fare from Goldsboro to Raleigh, $1.65, for which he took conductor's receipt; that on his return to Raleigh he sent said ticket to the agent of the Atlantic and North Carolina Railroad at Morehead City and had the same stamped in due form; that he forwarded same, with conductor's receipt, to the Auditor of the defendant company on July 25 or 26 and received his

Digitized by Google

acknowledgment, dated July 28; that he received, on August 8, letter from W. A. Turk, the General Passenger Agent of defendant, refusing to refund the fare paid.

Plaintiff demanded that the fare paid, $1.65, be refunded or that the ticket, with the conductor's receipt, should have been returned to him so that he could use them if he chose to do so. The plaintiff filed as a part of his complaint the correspondence between himself and the Auditor and General Agent of the defendant.

On September 18 defendant answered, through its General Agent, A. B. Andrews, who filed as his answer the communication addressed to him on September 14 by W. A. Turk, General Passenger Agent, answering and explaining the matters set out in the complaint.

The case was called for hearing at a session of the Commission at Raleigh, October 17, 1893. The plaintiff appeared in person. The defendant appeared through its counsel, F. H. Busbee, Esq., and through its General Passenger Agent, W. A. Turk. The plaintiff was examined as a witness on his own behalf; W. A. Turk and S. L. Dill were examined as witnesses for defendant.

The ticket purchased by the plaintiff was put in evidence and filed with the Commission; also the copy of the stamp used by the Atlantic and North Carolina Railroad Company, and the affidavit of A. H. Webb, the Ticket Agent of the Atlantic and North Carolina Railroad Company at Morehead City. The stamp upon the back of said ticket was also put in evidence.

After hearing the testimony and the argument of counsel thereon, the Commission finds the following facts:

1. On July 13, 1893, the plaintiff purchased from the defendant a cheap-rate ticket for the price of $2.90 from Raleigh to Morehead City and return, subject to the following conditions, among others, which were printed upon said ticket as a part of the contract of purchase: "It shall not be good for return passage unless stamped on the back by the authorized agent of the Atlantic and North Carolina Railroad at Morehead City, N. C., and when duly stamped by said agent this ticket shall then be good returning for one continuous passage, provided return trip is made to destination on or before midnight of August 1, 1893;" "that coupons will not be accepted for passage if detached;" "that unless all the conditions in this ticket are fully complied with, it shall be void;" "and it is especially agreed and understood that no agent or employee of any of the lines named in this ticket has any power to

Digitized by Google

alter, modify or evade in any manner any of the conditions named in this contract."

2. That said ticket provided transportation over defendant's road between Raleigh and Goldsboro, and over the Atlantic and North Carolina road between Goldsboro and Morehead City.

3. That plaintiff failed to have said ticket stamped before his return from Morehead City on July 17, 1893, but was allowed to use the coupon of the Atlantic and North Carolina road for his return passage from Morehead City to Goldsboro by the conductor of said last-named road, who detached said coupon as the fare for said passage.

4. That plaintiff spent the night in Goldsboro, and on the 18th of July, the next day after leaving Morehead City, presented what remained of said ticket to the conductor of defendant's train for his return passage from Goldsboro to Raleigh; that said conductor refused to allow plaintiff to pass on said ticket, and required him to pay his full fare, $1.65, for which he gave plaintiff a receipt.

3. That plaintiff, after his return to Raleigh, sent said ticket to a friend in Morehead City, requesting him to get the agent of the Atlantic and North Carolina Railroad to stamp it; that said ticket was returned to plaintiff on the 26th of July with the following stamped on the back of it: "O. K. A. H. Webb, W. A. Short, July 26, 1893, Morehead City." That A. H. Webb is the ticket agent of the Atlantic and North Carolina Railroad at Morehead City, and placed said stamp on the ticket through mistake, intending to place on it the stamp of the Atlantic and North Carolina Railroad Company, which reads as follows: "Atlantic and North Carolina R. R. Co., Morehead City."

6. That plaintiff forwarded said ticket and receipt by first mail to the Auditor of defendant company at Washington City, and demanded that the amount paid by him from Goldsboro to Raleigh be refunded, which was refused.

7. That said ticket and receipt reached said Auditor not later than the 28th of July.

8. That the usage of the Atlantic and North Carolina Railroad Company forbids its agents to stamp such tickets as the one here mentioned, after any coupon has been detached, and the act of its agent in stamping said ticket after the coupon of its road had been detached was unauthorized.

From these facts the Commission concludes that the relief demanded by the plaintiff ought not to be granted. The contract between the plaintiff and the defendant company was for a special rate of trans-

Digitized by Google

portation, much less than the Standard Rate prescribed by the Commission. It does not appear that the conditions of the contract are unreasonable. These conditions provide, among other things, for a continuous passage. The words "continuous passage" are printed in large letters on the ticket, to show their significance. The coupons will not be accepted for passage if detached. The Company, it seems, had a right to impose these conditions in consideration of the low rate charged. It had the right to require the plaintiff, in consideration of this low fare, to have the ticket stamped before his return; before he used it on his return, or any part of it. True, he was allowed to return on it to Raleigh up to midnight of August 1, but when he returned it must be a continuous passage, and the stamp of the Atlantic and North Carolina Railroad Company before his return must be placed on the back of it by the authorized agent of that company. We do not consider the mere mistake of the agent in using the wrong stamp. If he had used the proper stamp our conclusion would have been the same. The ticket was rendered void when the plaintiff allowed the conductor of the Atlantic and North Carolina Railroad Company to detach the coupon belonging to that company, without having previously had it stamped at Morehead City. Nor is it necessary to consider the question of diligence on the part of the plaintiff, nor his good faith, which is unquestioned, in sending it to the Auditor of the defendant company and demanding a return of the fare paid by him from Goldsboro to Raleigh. Whatever may be said of making the plaintiff suffer any loss on account of a mere inadvertence on his part, the Commission does not feel authorized to disregard the provisions contained in these contracts for special rates, which ought rather to be encouraged than discouraged, because of the great convenience to the people. The Commission concludes that the relief asked by the plaintiff ought not to be granted, and it is so adjudged. By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

H. T. MACON, *Complainant*,

v.

RALEIGH AND GASTON RAILROAD COMPANY.

October 17, 1893.

The plaintiff complained, August 31, 1893, alleging that on August 10 previous, he had left Raleigh on defendant's freight train, having

Digitized by Google

with him in the car, as his baggage, a $22 set of harness; that defendant's train reached Henderson and he was requested by the conductor to assist a lady and children in getting off the train; that while he was doing so, the train moved off one hundred yards from the station; that he asked the conductor if his baggage would be safe in the car, and conductor replied that it would be safe; that he reached the car in a few minutes and found that the bag containing the harness was missing; that he immediately notified the conductor and police at Henderson.

Plaintiff asked that the defendant be required to pay him $22, the value of the harness lost.

On the 23d of September defendant answered and filed as a part of its answer statement of the conductor, denying that he requested the plaintiff to leave the train in order to assist a lady who was getting off at Henderson, and alleging that the plaintiff left the train to speak to acquaintances who were on an excursion train which passed Henderson while the train on which plaintiff was traveling was on the side track.

At a session of the Commission at Raleigh, October 17, 1893, this case was called for hearing; and it appearing that the loss complained of was not due to any negligence on the part of the defendant, nor to any violation of the law establishing the Commission, nor to any rule or regulation made in pursuance thereof, the case was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ARMSTEAD SPRUILL and others, *Complainants*,

v.

ATLANTIC COAST LINE SYSTEM.

October 17, 1893.

This was a complaint by Mr. Armstead Spruill and other citizens of Plymouth, North Carolina, filed January 9, 1893, complaining of the schedule for passengers between Plymouth and Rocky Mount on the line of the Albemarle and Raleigh Railroad, and asking the Commission to make such orders as will secure better facilities for the traveling public.

The defendant filed an answer on January 15, through its General Manager, J. R. Kenly, alleging that the service was as good as the business between the points named would justify.

Digitized by Google

At a session of the Commission, at Raleigh October 17, 1893, the case was called for hearing, and the following facts appear and are found—

1. That defendant's passenger trains leave Plymouth at 5:25 A. M. and return at 10:20 P. M., running between Plymouth and Rocky Mount.

2. That the train from Plymouth connects with the main line at Rocky Mount, and also, by means of the Scotland Neck Branch, with the Norfolk and Carolina Railroad at Hobgood.

3. That a passenger leaving Plymouth at 5:25 A. M. reaches Norfolk about noon; and returning, leaves Norfolk at 4:15 P. M. and reaches Plymouth at 10:20 P. M.

4. That the train leaving Plymouth at 5:25 reaches the A. and R. Junction, a distance of thirty six miles, at 8:25, thus taking three hours to make the trip.

5. That this delay is caused by stopping the train at the different points along the distance to take up freight, the train being a mixed.

6. That the train could not maintain its connection at the Junction (A. and R.) if it left Plymouth at a latter period than the present leaving time.

7. That the present business of the A. and R. Railroad does not seem to justify the defendant in putting on the line an unmixed passenger service.

8. That since this complaint was filed the defendant has improved the schedule in compliance with the demands of the plaintiffs, and has promised to again take up the question of the schedules in Eastern North Carolina, and to endeavor to make them more satisfactory to the people of Plymouth.

These facts appearing, the Commission was of the opinion that no order ought to be made in this case, and that no further action was now demanded, and it was so adjudged.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

ELLIOTT FURNITURE COMPANY, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

October 17, 1893.

The plaintiff filed complaint June 12, 1893, alleging an overcharge in shipment of car-load of furniture from Charlotte, N. C, to Springfield, Mass.

Digitized by Google

The defendant answered the complaint July 30 following, proposing to agree in writing to submit the matters in dispute to the arbitration of the Commission.

The plaintiff answered, declining the proposition of the defendant.

At a session of the Commission at Raleigh, October 13, 1893, this case was called for final hearing, and it appearing that the Commission had no jurisdiction of the subject-matter of the complaint, it was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

AVERY, *Complainant*,

v.

WESTERN UNION TELEGRAPH COMPANY.

October 17, 1893.

This was a complaint filed June 30, 1893, alleging:

1. That a telegram wired at defendant's office, in the town of Morganton at 1:14 P. M., June 28, addressed to complainant, was not delivered at his house in said town until about 3 o'clock P. M.

2. That a telegram filed at the town of Hickory, addressed to complainant's care, filed at 1:30 P. M., June 23, was not delivered until the next morning at 8 o'clock.

3. That the failure to deliver said telegrams earlier was due to the negligence of the defendant, and was unanswerable and injurious to the complainant.

The defendant answered on the 7th of September, 1893, explaining the delay, which was caused in the first case by rush of business, and in the second case by the carelessness of the agent at Hickory. The answer further alleged that the said agent had been discharged for his neglect of duty.

At a session of the Commission at Raleigh, October 17, 1893, the case was called for hearing, and it appearing from a communication addressed to the Commission by the complainant that he did not wish to prosecute this investigation further, it was dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

COMMISSIONERS OF JOHNSTON COUNTY

TO

THE RAILROAD COMMISSION.

October 17, 1893.

This was a petition by the Commissioners of Johnston County to the Commission, asking that the Midland Railroad be re-assessed for taxation, and the valuation per mile be increased on the same, so as to make it nearer the valuation per mile placed on the North Carolina Railroad and the Wilson and Florence Railroad. The petition alleged that the said Midland Railway is a very valuable property, and that the assessment made by the Board of Commissioners of $2,000 per mile was less than the real value per mile; that 12.63 miles of said road lies in the county of Johnston and is assessed at $25,260; that the North Carolina Railroad runs through Johnston County for a distance of 27 miles, and is assessed at $8,000 per mile; that the Wilson and Florence road, which lies in part in said county, is assessed at $8,600 per mile; that the Wilmington and Weldon Railroad Company paid for said road $3,000 per mile; that said road is in better condition now than when purchased by the Wilmington and Weldon Railroad Company.

The petition was signed by the Chairman of the Board of County Commissioners of Johnston County.

The Wilmington and Weldon Railroad Company answered, on July 21 following, and filed with their answer report of the General Auditor as to the receipts and expenses of the Midland Railroad for the year ending May 31, 1893, from which it appeared that the cost of maintenance and operation was $7,298, and the total receipts $3,526.50. The defendant asked that no increase be made in the assessment.

The petitioners appeared before the Commission through their attorney, Mr. Waddell; the respondent appeared through its President, Mr. W. G. Elliott. The Chairman of the Commission made a personal inspection of the said road. From the facts shown and inspection of the Chairman, it appeared that the assessment ought not to be changed for the present year.

At a session of the Commission, at Raleigh, October 17, 1893, this case was called for hearing, and it was adjudged that the petition be denied.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

E. M. WALTON, *Complainant*,

v.

WILMINGTON, NEWBERN AND NORFOLK RAILROAD COMPANY.

October 17, 1893.

Complaint filed August 19, 1893, alleging overcharge on shipment of 500 pounds hardware from Medina, Ohio, to Jacksonville, N. C.

The plaintiff filed, as part of his complaint, his receipt given him by the agent of the defendant, showing that he had been charged $6.02.

Upon examination of the tariffs in effect upon the different lines of transportation, it appeared the rate was not excessive.

At a session of the Commission, at Raleigh, October 17, 1893, this case was called for hearing, and it appearing that the facts alleged in the complaint did not constitute a cause of action against the defendant, it was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

THOMAS W. DEVANE, *Complainant*,

v.

SOUTHERN EXPRESS COMPANY.

November 14, 1893.

This was a complaint of an overcharge in the transportation of seventeen basket of grapes from Wade, N. C., to Winston, filed September 26, 1893, and served the following day.

On October 30 defendant answered that the overcharge was occasioned by the inexperience of the agent at Wade, who assessed a merchandise instead of a perishable rate, and that the overcharge had been refunded to the plaintiff.

At a session of the Commission at Raleigh, November 14, 1893, the case was called for hearing, and it appearing that there had been no intentional violation of the rate prescribed by the Commission, and that the injury to the plaintiff had been remedied, the case was dismissed.

Digitized by Google

Wilmington, Newbern and Norfolk Railroad Company.

TO

The Commission.

November 14, 1893.

This was an application filed November 6, 1893, for the privilege of charging 50 cents per bale on cotton from Newbern and Pollocksville to Wilmington, in order to meet the water competition from these points to Norfolk, Va., and also to meet any further reduction in rates named by such competitors, without being required to make a corresponding reduction from intermediate points not affected by water competition.

The 6th section of the act establishing the Railroad Commission, after declaring it to be unlawful for any common carrier to charge or receive a greater compensation for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance, provided: "That upon application to the Commission appointed under the provision of this act such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property, and the Commission may, from time to time, prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act."

Rule 29 of the Commission, granting the transportation of freight, provides: "When railroad rates are affected by water competition the railroad may reduce their rates between points so affected without being required to reduce intermediate rates."

The relief in this case was sought under the above provision of the act, and the rule of the Commission made in pursuance thereof.

J. W. Martenis, the General Freight and Passenger Agent of the petitioning company, appeared before the Commission at a session at Raleigh, on the 1st day of November, 1893, as a witness, and being examined, the following facts were found: That buyers of cotton from Wilmington were unable to compete with those of Norfolk, Va., in the markets of Newbern and Pollocksville, by reason of the cheaper transportation of cotton from these points to Norfolk than to Wilmington; that this transportation to Norfolk was almost altogether by water; that witness had endeavored to agree upon a rate with these competing lines and was unable to do so; that the rates of the petitioning com-

Digitized by Google

pany from intermediate points were now reasonable, and a further reduction would be a hardship; that Wilmington buyers greatly desired to enter the markets of Newbern and Pollocksville for the purchase of cotton to be shipped to Wilmington.

At a session of the Commission at Raleigh, November 14, 1893, these facts appearing and being found by the Commission, the Commission was of opinion that the relief sought ought to be granted, and it was adjudged that the Wilmington, Newbern and Norfolk Railroad Company be authorized to change its rates according to the prayer of the petition.

It is so ordered.

Wilmington and Weldon Railroad Company

TO

The Railroad Commission.

November 14, 1893.

This was an application to the Commission filed September 6, 1893, for the approval of certain changes which the petitioning company desired to make in its freight tariff. The company, through its Traffic Manager, T. M. Emerson, submitted a schedule setting forth the desired changes.

After considering the same the Commission, then in session at Raleigh, addressed the following communication to the company, through its Traffic Manager, bearing date September 7, 1893:

"The Commission in session to-day have been considering the rates as furnished by you. We are aware of the trouble encountered at first by us in establishing a just rate, from the fact that your charter at that time fixed certain charges. This difficulty has now been removed, and we would therefore suggest to you the propriety of establishing the Standard Tariff, thus putting your roads on the same footing as the Richmond and Danville and as the Seaboard Air Line systems. This should give satisfaction to all parties, as no discrimination will be made. We will await your reply."

To this communication the following reply was made, bearing date September 26, 1893:

"On my return to Wilmington I have your letter of the 7th. We will revise our Wilmington and Weldon local freight tariff in accordance with the suggestion made by you, which I understand to be as follows: To adopt Commissioners' Standard Tariff, with an allowance

Digitized by Google

of 10 per cent. on certain classes as authorized previously by your Board; thus putting us on an equality with the Richmond and Danville and the Seaboard Air Line systems, which also have an allowance, although it in many cases exceeds the allowance of the Wilmington and Weldon road. We are revising our tariff on this basis, to take effect October 1, except that on the majority of the classes for distances over eighty-five miles, our rates are still less than the Standard Tariff. In order that you may see exactly where our rates are higher and lower than Standard Tariff, I enclose herewith sheet showing same in detail."

To this reply, the Commission, being then in session at Raleigh, made answer, bearing date October 3, 1893, as follows:

"Replying to your letter bearing date September 26, 1893, the Commission beg to say that you are in error in stating that the tariff proposed would put you on an equality with the Richmond and Danville and Seaboard Air Line systems. The main lines of these systems have no allowance above the Standard Tariff, but are allowed a per cent. above the standard on the branches. We can see no good reason why the main line of your system should be allowed the 10 per cent. if the increase on certain classes is adhered to.

"The Commission, however, for the present at least, to give uniformity of rates on your system, are willing to concede this point, and accept the tariffs submitted, provided all of the branches as well as the roads controlled by your system are included, namely: Wilmington and Weldon Railroad and branches, the Albemarle and Raleigh, Norfolk and Carolina, Wilmington, Columbia and Augusta, Petersburg and Midland; the Cheraw and Darlington not included."

To this answer the Company replied, October 10, 1893, as follows:

"On my return to Wilmington I have yours of the 3d in regard to new W. and W. local freight tariff. I beg to say that the tariff submitted to you will apply locally to the W. and W. R. R. and all its branches, including the Midland North Carolina R. R. The local tariff of the N. and C. R. R is identically the same, and we will change Petersburg R. R. local tariff in accordance with your wishes. So far as tariffs of the A. and R. and W., C. and A. Railroads are concerned, they are slightly different from the figures of the W. and W. R. R., and were made so on authority from your Board. I have gone very carefully into this matter, and am satisfied that our average per mile rate, even under the present adjustment, over our entire system, is much less than over either of the other large systems. Of course we desire to

Digitized by Google

conform to your wishes in this matter, and I think we have practically done so on the tariffs as now in force. I will make no further changes in them until I can meet your Board at one of your future meetings, when I believe I can show that our present tariffs are satisfactory to your Board."

The case was set for hearing at the session of the Commission at Raleigh, November 14, 1893, when the Traffic Manager of the company appeared and submitted the tariff prepared in conformity to the views expressed by the Commission. Upon a careful examination of this tariff, the Commission finds that the rates therein set out conform to the Standard Tariff established by the Commission, and are reasonable. It appears reasonable, also, that the Commission should consent to a readjustment of rates by the petitioning company.

It is true that this readjustment allows higher charges of transportation for short distances; but it is also true that these charges were unreasonably low, as compared with the Standard Tariff. The former tariff of this company was peculiar, and was fixed by its charter at a rate of thirteen cents per ton per mile. Hence it was that its former rates, as fixed by its charter, were unreasonably low for short distances, and unreasonably high for long distances. Heretofore it claimed exemption not only from taxation but also from supervision of its rates. These exemptions were surrendered and this company placed upon an equality with other railroad companies of the State, which claimed no such exemptions as to its rights and privileges, by an act of the last General Assembly. It seemed just and reasonable, therefore, that it should be allowed to revise its rates upon a basis which had been approved by the Commission as a Standard Tariff.

Therefore, at a session of the Commission, at Raleigh, November 14, 1893, it is adjudged by the Commission that the tariff submitted by the petitioning Company be and the same is hereby approved, and that it be filed by the Clerk in the office of the Railroad Commission.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

C. L. DICKINSON AND OTHERS, *Complainants*,

v.

WILMINGTON SEA COAST RAILWAY COMPANY.

November 28, 1893.

The plaintiffs filed this complaint October 20, 1893, alleging that they were shippers of clams from Wrightsville, N. C.; that they were receiving unjust treatment from the defendant; that defendant had provided no agent at Wrightsville, and hence they were required not only to load their clams on defendant's cars, but had to go with their shipments to Wilmington in order to get their bills of lading from the Atlantic Coast Line Company to points North; that more than ten thousand barrels of clams were shipped from Wrightsville during the year 1892; that the rates on clams from Wrightsville to Wilmington for 1892 and previous years were fifteen cents per barrel and five dollars per car-load of sixty to eighty barrels; that the defendant had advanced the rates to seven and a half cents per one hundred pounds, making the rate on a barrel twenty-two cents; that the distance from Wrightsville to Wilmington is nine miles; that this increase in rates would destroy the business of plaintiffs. The plaintiffs asked that the former rates be restored.

The complaint was served and answer was filed October 30, admitting that defendant furnished no agent at Wrightsville, but alleging there was no need for one; and explaining how the transportation was effected by the conductor on defendant's train.

Defendant further alleged that when this new industry was started, in order to encourage it, and having no data to go by, it made a rate of fifteen cents per barrel or five dollars per car-load to any one shipper; that several shippers took advantage of this by putting their shipments together and frequently overloaded the cars; that to avoid such trouble and deception defendant notified shippers last season that it would discontinue the car rate and put all shipments at the one hundred pounds rate. That shipments in barrels had been discontinued and were made now in sacks, as more convenient and less expensive; that the rates of defendant were not high but reasonable, and placed all shippers on an equal footing at fifteen cents per barrel, on a basis of four bushels to the barrel, the freight three and three-fourth cents a bushel; in sacks, two bushels to the sack, at seven cents per hundred, the freight being about four cents, a very small dif-

Digitized by Google

ference. That defendant had arranged to place an agent at Wrightsville.

The case was held for investigation, and during the month of November following, Chairman Wilson, by advice of the Commission, visited Wrightsville and made inquiry into the matter in dispute, in order to discover what might be done to promote the interests of the plaintiffs without doing injustice to the defendant.

At a session of the Commission, at Raleigh, November 20, 1893, this case was called for hearing, when Chairman Wilson reported the facts found by him. It was ordered that the following communication be addressed to the defendant company, through its President, George R. French:

"The Chairman of this Commission has just returned from Wrightsville, where he has been to investigate the complaint in regard to rate on clams. We beg to submit as a basis of settlement the following: "Quoting from your letter of October 24 (the rate named is not high and places all shippers on an equal footing at fifteen cents a barrel on a basis of four bushels to the barrel, the freight would be three and three-fourth cents a bushel in sacks, two bushels to the sack, at seven cents a hundred, the freight is about four cents, a very small difference). The Commission agrees with you that the rate per hundred will be more satisfactory than by the barrel or bag. If your statement is correct as quoted above, your offer of a four cent rate is exceedingly low, and the shipper should not complain. The Commission, however, is satisfied, from information gathered, that the rate proposed was not based upon correct data and was unjust to your company, and decides to enforce the following rates on clams: 6 cents per hundred pounds (loaded by carriers); 5½ cents per hundred pounds (loaded by shippers); the company having the option as to loading. But to relieve itself from obligations as a common carrier, due notice must be given to shippers to see to loading when it cannot be attended to by the company in time for rapid shipment."

It was further adjudged that the Clerk of the Railroad Commission issue circular accordingly, to take effect on and after December 10, 1893.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF MORGANTON, *Complainants*,

v.

WESTERN UNION TELEGRAPH COMPANY.

This was a petition addressed to the defendant company by a large number of the citizens of Morganton, bearing date October 23, 1893, asking defendant to open an office nearer the center of the business portion of said town, alleging that the business of defendant would thereby be increased more than fifty per cent.

To this defendant replied, on October 26, that it could not comply with the petition on account of the depressed condition of business.

The petition and answer were filed with the Commission, November 8, 1893, and called for hearing at its session, November 28 following.

The opinion of the Supreme Court in the case of Albea *v.* The Western Union Telegraph Company, decided at the present term, approving the case of Mayo *v.* Western Union Telegraph Company, decided at a former term, holds that the Commission is not authorized to grant the relief demanded in the petition.

Under this ruling of the Supreme Court, it appearing that the Commission has no jurisdiction of the subject-matter of the petition, the case is dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

CITIZENS OF PIKEVILLE, *Complainants*,

v.

THE WILMINGTON AND WELDON RAILROAD COMPANY.

November 28, 1893.

Complaint filed October 9, 1893, by S. F. Worrell and others, citizens of Pikeville, N. C., and patrons of the defendant company, complaining of the increase of rates, on account of the new freight tariff of defendant, which went into effect on October 1, 1893.

This complaint was called for hearing at a session of the Commission, at Raleigh, November 14, 1893, and continued to a subsequent session, November 28, when it was called again for final hearing.

Digitized by Google

It appeared upon investigation that the increase in rates complained of was due to the application of standard rates to the defendant company. This application of the Standard Tariff gave higher rates for short distances and lower rates for longer distances as compared with former rates. Under its original charter the defendant was allowed to charge 13 cents per ton per mile. Its maximum freight schedule was thus fixed by its charter. This gave a very low rate for short distances and a very high rate for long distances. The defendant, in fixing its freight tariff, had observed with great care this requirement of its charter, because of its anxious concern to preserve unimpaired other conditions therein which it esteemed of great value. Under these conditions the defendant claimed that it was exempt, not only from taxation of its property, but also from legislative control of its rates. This careful observance of the conditions of its charter induced the defendant to fix its rates for short distances abnormally low, while it had the license to fix them abnormally high for long distances. When, by the act of the General Assembly, the Railroad Commission fixed a tariff for the defendant company in accordance with the rates of other companies in like circumstances, the defendant availed itself of these maximum rates, which it was allowed to charge by the tariff thus fixed, only as to long distances, whenever it did not violate the maximum rates mentioned in its charter, but declined to avail itself of these rates as to short distances, lest by so doing it might be held to have violated the conditions of its charter, and to have forfeited those immunities which it believed to exist therein, and to which it attached such great value.

Hence, the defendant adopted a tariff peculiar to itself, always careful to keep within the maximum rates prescribed by the Commission, fearing to avail itself of those rates as to its short distances, while it watched over with anxious care its exemption from taxation and from legislative control. But now it has surrendered its exemption and all claim therewith. It has placed itself upon the same plane with other companies. It has asked and been allowed to readjust its rates upon the basis of the Standard Tariff of our State. Having surrendered its exemption, it had the right to ask this. To have refused its demand would have been unreasonable and unjust. It has filed its new tariff in accordance with the rates prescribed by the Standard Tariff, and this tariff has been approved by the Commission and filed among its records. It appearing that the rates complained of are in accordance with the tariff approved by the Commission, it is adjudged that the complaint be dismissed.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

FAISON

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

November 28, 1893.

Complaint filed November 2, 1893, and served on defendant November 15 following, alleging an overcharge in transportation of articles from Faison to Rose Hill, on defendant's line of road. Defendant answered on November 17 following.

At a session of the Commission, at Raleigh November 28, 1893, it appearing that the overcharge had been paid by the defendant, and that no further orders were required, the case was dismissed.

By order of the Board.

WILMINGTON AND WELDON RAILROAD COMPANY

TO

THE COMMISSION.

November 28, 1893.

Application filed November 16, 1893, for approval by the Commission of a tariff of special rates on cotton between Wilmington and all points on the different lines of the Atlantic Coast Line Company within North Carolina.

T. M. Emerson, Traffic Manager of the petitioner, appeared before the Commission and submitted a draft of the prepared tariff, with an explanation of the same and the reasons for its adoption.

The rates prepared appearing to be reasonable, he was asked by the Commission to prepare and submit a tariff in accordance with the views expressed.

At a session of the Commission, at Raleigh, November 28, 1893, the tariff of special rates on cotton was submitted to the Commission; and the rates appearing to be reasonable and just, it was adjudged that the same be approved and filed in the office of the Commission.

By order of the Board.

Digitized by Google

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

W. A. HAM, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

November 28, 1893.

Complaint filed October 9, 1893, by W. A. Ham, complaining of the increase of rates on account of the new freight tariff of defendant, which went into effect on October 1, 1893.

This complaint was called for hearing at a session of the Commission, at Raleigh, November 14, 1893, and continued to a subsequent session, November 28, when it was again called for a final hearing.

The facts are the same as those in the case of Citizens of Pikeville *v.* Wilmington and Weldon Railroad Company, already considered and decided at this session of the Commission, and for the reasons therein set forth it is adjudged that this complaint be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

H. D. LINDSAY, *Complainant*,

v.

SOUTHERN EXPRESS COMPANY.

November 28, 1893.

The plaintiff filed his complaint July 28, 1893, in which he complained that the defendant had required him to prepay the rates on articles tendered for transportation; that he had been a patron of the defendant for a long time; that he had allowed his goods to accumulate for a few days on defendant's hands, awaiting a revival of trade; that when he tendered his shipments, collections for which were to enable him to receive the goods accumulated, the defendant refused to receive and forward same unless the rates were prepaid. Plaintiff alleged that this was an act of oppression on the part of the defendant.

The Commission addressed the following communication to the plaintiff:

"It does not appear that the Express Company has violated any of the provisions of the act creating the Railroad Commission, or of the

Digitized by Google

rules and regulations made by the Commission in pursuance thereof. You do not complain of any violation of the rules prescribed, or of any discrimination; if the company has imposed upon you any terms or conditions in the transportation of your goods less favorable than those required of other shippers under like circumstances, then it has by so doing violated the said act of the General Assembly, and you have a cause of action. This, however, you do not state in your letter. If such is the case, you can make a further statement, showing such discrimination against you, and the Commission will investigate your grievance, and if found to be true, redress it."

At a session of the Commission, at Raleigh, November 28, 1893, this case was called for hearing, and it appearing that the complainant did not state facts sufficient to institute a cause of action, was dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

C. N. NURNEY, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

November 28, 1893.

This was an application for special rates on coal from Wilmington to Wilson, filed October 10, 1893. The petitioner alleged that he had been shipping large quantities of coal from Wilmington to Wilson, as much as four hundred tons at a time, and asked that a special rate be given him, less than rate allowed on car-load shipments.

The petition was served on defendant company, and answer filed November 20, by T. M. Emerson, Traffic Manager, alleging that a reduction from $1.55 per ton to $1.45 per ton had been made by defendant since the issue of defendant's tariff, and insisting that no difference should be made in rates in favor of shipments in larger quantities than car-load shipments.

At a session of the Commission, at Raleigh, November 28, 1893, this case was called for hearing.

The act constituting the Commission provides that the Commissioners, conjointly with the railroad companies, shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State.

Digitized by Google

"The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the railroads. They may, however, carry at less than the prescribed rates," etc.

The relief asked by the petitioner does not come within the provisions of the act or the rule, just quoted, made by the Commission in pursuance thereof. He is asking for special rates or minimum rates.

As to these the Commission must act conjointly with the defendant, if at all. It must see to it that these rates, when made by a common carrier, do not unjustly discriminate against any person or locality.

The Commission cannot make special rates. It can approve of them when made in the interests of the public, and without unjust discrimination. For the reasons given, it is adjudged that the petition be dismissed.

By order of the Board.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

E. B. FAULK, *Complainant*,

v.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

November 28, 1893.

The plaintiff filed his complaint with the Commission October 20, 1893, alleging a violation by defendant of a guaranteed rate of sixty-two cents per one hundred on articles shipped to him at Pilot Mountain, N. C., from Chicago, Illinois, and filed as a part of his complaint the bill of lading furnished him by his consignor, and signed by A. P. Bigelow, the General Western Traffic Agent of the Baltimore and Ohio Railroad Company, at Chicago.

The complaint was served and answer thereto filed October 27, 1893, by W. E. Kyle, General Freight and Passenger Agent of the defendant. The defendant denied any violation of the contract of shipment as set out in the bill of lading, which was the only evidence submitted to the Commission by either party.

At a session of the Commission at Raleigh November 28, 1893, this case was called for hearing. Inspection of the bill of lading showed that the Baltimore and Ohio Railroad Company had contracted to carry the articles named from Chicago to Portsmouth, Virginia, for sixty-two cents per one hundred pounds. Inspection of the rates published

Digitized by Google

showed that the rate on the class of articles named from Portsmouth, Virginia, to Pilot Mountain, N. C., was sixty cents per one hundred. The defendant company had demanded of the plaintiffs $1.22 per one hundred at Pilot Mountain as the freight due on the consignment. The plaintiff's allegation that the rate of sixty-two cents per one hundred had been guaranteed from Chicago to Pilot Mountain was not sustained by the proof offered.

It appearing that the defendant had demanded of the plaintiff no greater rate than the rate charged for the class of freight mentioned in the bill of lading, it is adjudged that the action be dismissed.

By order of the Board.

Digitized by Google

RAILROAD COMMISSION ACT.

[As Amended]

AN ACT TO PROVIDE FOR THE GENERAL SUPERVISION OF RAILROADS, STEAMBOAT OR CANAL COMPANIES, EXPRESS AND TELEGRAPH COMPANIES DOING BUSINESS IN THH STATE OF NORTH CAROLINA.

The General Assembly of North Carolina do enact:

General Assembly to elect three Commissioners.

Member of General Assembly ineligible.

Term of office.

Vacancies.

Oath.

Qualifications of Commissioner.

SECTION 1. That there shall be three Commissioners elected by the General Assembly to carry out the provisions of this act, and no member of this General Assembly shall be eligible for the position of Railroad Commissioner. The term of office of said Commissioners shall begin on the first day of April next after their election and shall continue for six years, but the terms of office of the Commissioners first elected, which shall be by the General Assembly, shall be as follows: one for two years, one for four years and one for six years. The General Assembly next preceding the expiration of the term of office of any of said Commissioners shall elect his successor. In case of vacancy the Governor shall appoint to such vacancy, and his appointee shall hold until the qualification of his successor, who shall be elected by the General Assembly that convenes next after the vacancy has taken place, and the person then chosen shall hold the office for the unexpired term. The said Commissioners, in addition to the oath to support the Constitution and laws of the United States and the Constitution and laws of the State of North Carolina, shall take, to be administered by one of the Judges of the Supreme Court, the following oath of office, which oath shall be signed by said Commissioner and attested by said Judge and recorded in the office of the Secretary of State: "I do solemnly swear (or affirm) that I am not the owner of any steamboat or of any stock or bond of any railroad or other transportation company, express or telegraph company, or the agent or attorney or employee of such company; that I have no interest in any way in any such company, and that I will well and faithfully execute the duties of my office of Railroad Commissioner to the best of my knowledge and ability, without fear, favor or malice, or reward or hope of reward: so help me God." Said Commissioners shall not jointly, or severally, or in any way, be the holder of any stock or bond, or be the agent or attorney or employee of any such company, or have any interest in any way in such company, and shall so continue during the term of his office, and in case any Commissioner shall as distributee or legatee, or in any other way, have or become entitled to any stock or bonds or interest therein of any such company he shall at once dispose of

Digitized by Google

Suspension from office by Governor.

the same; and in case any Commissioner shall fail in this, or in case any one of them shall become disqualified to act, then it shall be the duty of the Governor to suspend him from office, and to report the fact of his suspension, together with the reason therefor, to the next General Assembly, and the question of his removal from office shall be determined by a majority of the General Assembly in joint session. In any case of suspension the Governor shall fill the vacancy, and if the General Assembly shall determine that the Commissioner suspended shall be removed, then the appointee of the Governor shall hold until his successor is elected and qualified as hereinbefore provided, but if the General Assembly shall determine that the suspended Commissioner shall not be removed from his office, then the effect shall be to reinstate him in said office. The person discharging the duties of said office shall be entitled to a salary for the time he is so engaged, but a Commissioner who is suspended shall be allowed the salary during his suspension in case he should be reinstated by the next General Assembly: *Provided*, that no person is eligible as such Commissioner who shall have been an attorney of any such company within twelve months next preceding his election to such office.

Vacancy.

General Assembly to determine question of suspension.

Reinstatement.

Salary during term of suspension.

Attorneys of companies ineligible.

Salary of Commissioners.

Clerk.

Office to be in Raleigh.

Commissioners authorized to administer oaths.

General Assembly to designate chairman.

Quorum.

SEC. 2. That the salary of the Commissioners shall be two thousand dollars per annum, payable annually by the public Treasurer on the warrant of the Auditor, and they may employ a Clerk whose salary shall be twelve hundred dollars, which shall be paid quarterly on the warrant of the Auditor out of any funds not otherwise appropriated. The office of said Commissioners shall be kept in Raleigh, and they shall be furnished with an office, necessary furniture and stationery, which shall be paid for by the public Treasurer on the warrant of the Auditor. Any one of said Commissioners shall have power to administer an oath or affirmation in any and all matters relating to their official duties. The General Assembly shall designate the chairman of said Commissioners, and in the event of the vacancy or the absence of the chairman, the Board of Commissioners shall fill the vacancy *pro tem*. Any two Commissioners shall constitute a quorum for the transaction of business.

Railroad company charging unreasonable rates, &c., guilty of extortion.

Penalty.

SEC. 3. That from and after the passage of this act if any railroad doing business in this State, or any such company organized under the laws of any other State and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad in this State which has the right, license or permission to use, operate or control the same, shall be deemed guilty of extortion, and upon conviction thereof shall be fined not less than five hundred nor more than five thousand dollars, to be recovered as provided for in section seven of this act.

Common carriers demanding, &c., greater or less

SEC. 4. That if any common carrier subject to the provisions of this act shall directly or indirectly, by any special rate, rebate, drawback

Digitized by Google

or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered or to be rendered in the transportation of passengers or property subject to the provisions of this act than it charges, demands or collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful. compensation for transportation from one person than another, guilty of unjust discrimination.

That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and any person, persons, company or corporation violating the provisions of this section shall be, upon conviction thereof, fined not less than one thousand nor more than five thousand dollars for each and every such offence. Unlawful to give undue preference, &c. Penalty.

SEC. 5. That the said Commissioners appointed as hereinbefore provided, shall, as hereinafter provided, make reasonable and just rates of freight and passenger tariffs, or cause the same to be furnished by any railroad company, and the same, when approved by said Commissioners, shall be observed by such company or companies doing business in this State; and in making said rates they shall, unless such railroad company or companies shall fail to furnish the needed information, consider, as far as practicable, the actual value of the employed capital of the corporation, the earnings of the railroad and the cost of operating the same, the competition of rival lines of water and railroad transportation companies within the State, and any and all other matters proper to be considered by them; shall make reasonable and just rules and regulations to be observed by all railroad companies doing business in this State as to charges at any and all stations for the necessary handling and delivering of freight; shall make such just and reasonable rules and regulations as may be necessary for preventing, the careless handling of and damage to any parcel of baggage to which a check may be affixed as provided in section 1970 of *The Code* of North Carolina, unjust discrimination in the transportation of freight and passengers on the railroads in the State; shall make reasonable and just rates of charges for use of railroad cars carrying any and all kinds of freight and passengers on said railroad, no matter by whom owned or carried; and shall make just and reasonable rules and regulations to be observed by said railroad companies on said railroads to prevent the giving, paying or receiving of any rebate or bonus directly or indirectly, and from misleading or deceiving the public in any manner as to the real rates charged for freight or passengers; and may make or cause to be furnished by the several roads joint through rates upon the railroads of the State; Commissioners to make rates of freight and passenger tariff, &c. What to consider in making rates. To make rules as to charges for handling freight and baggage. As to unjust discriminations. As to charges for carrying freight and passengers. To prevent giving rebate, &c. Joint through rates.

Digitized by Google

and shall make all just and reasonable rules, regulations and orders as may be necessary for carrying into effect the provisions of this act.

Penalty for violation of this section.

Any company refusing to comply with any rule, regulation or order of the said Railroad Commission made in pursuance of this section, shall incur a penalty, to be fixed as provided in section 20 of said Act of 1891, and all penalties fixed by the Railroad Commission in any case shall be recovered as provided in the tenth section of said Act of 1891. Whenever an action is instituted by the said Railroad Commission against any company, the cause shall be entitled, "State of North Carolina on the relation of the Railroad Commission against said company," and whenever such action is instituted upon the complaint of any injured person or corporation the case shall be entitled, "State of North Carolina on the relation of the Railroad Commission, upon the complaint of such injured person or corporation against said company."

Unlawful to charge more for shorter than long distance, &c.

SEC. 6. That it shall be unlawful for any common carrier, subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance;

Not to charge as much for short as long distances.

but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance:

Special cases.

Provided, however, that upon application to the Commission appointed under the provisions of this act such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for

Relief from operation of this section.

longer than for shorter distances for the transportation of passengers or property; and the Commission may, from time to time, prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act: *Provided*, that nothing in this act contained shall be taken as in any manner abridging or controlling the rates of freight charged by any railroad in this State for

Inter-State transportation of freight.

conveying freight which comes from or goes beyond the boundaries of the State, and on which freight less than local rates on any railroad carrying the same are charged by such railroads, but said railroad companies shall possess the same power and right to charge such rates for carrying such freight as they possessed before the passage of this

To investigate complaints as to Inter-State rates of freight, and bring to attention of Inter-State Commerce Commission.

act: *Provided further, however*, that upon the complaint of any person or persons, corporation or corporations, to said Commissioners of any unjust discrimination in carrying freight which comes from or goes beyond the boundaries of the State by any railroad company, whether organized under the laws of this State or organized under the laws of another State and doing business in this State, the said Commissioners shall investigate said complaint, and, if the same be sustained, it shall be the duty of said Commissioners to bring said complaint before the Interstate Commission for redress in accordance with the provisions of the act of Congress establishing said Interstate Commerce Commission: *Provided, further*, that the Railroad Commissioners

Digitized by Google

conjointly with such companies shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State: *Provided, further*, that nothing in this act shall prohibit railroad or steamboat companies from making special passenger rates with excursion or other parties, also rates on such freights as are necessary for the comfort of such parties, subject to the approval of the Commissioners.

Special rates for development of manufacturing, &c., improvements.

Special excursion rates, &c.

SEC. 7. That the said Commissioners are hereby authorized and required to make for each of the said companies doing business in this State, as soon as practicable, just and reasonable rates of charges for transportation of passengers and freights and cars on each of the railroads, or cause the same to be made by said companies, and the schedule containing said rates shall, in suits brought against any such company wherein is involved the charges of any such company for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto, be taken in all Courts of this State as *prima facie* evidence that the rates therein fixed are just and reasonable rates of charges for the transportation of passengers and freights and cars upon the railroads; and said Commissioners shall from time to time, and as often as circumstances may require, change and revise or cause to be changed and revised said schedules. When any schedule shall have been made or revised as aforesaid it shall be the duty of all such companies to post at all their respective stations in a conspicuous place a copy of said schedule for the information of the people. All such schedules as aforesaid shall be received and held in all such suits as *prima facie* evidence the schedules of said Commissioners, without further proof than the production of the schedules desired to be used as evidence, with a certificate of the Commissioners that the same is a true copy of the schedule prepared or approved by them for the railroad company or corporation therein named: *Provided*, that any company may appeal to the Judge of the Superior Court in term-time and thence to the Supreme Court from any determination of the Board fixing or refusing to change the rate of freight or fare; but before such company shall be allowed to exercise this right of appeal, it shall, within ten days after notice of the rates fixed by the Commissioners, file with the Board exceptions to the particulars that it objects to, and the grounds thereof, and within ten days after filing such exception the Commissioners shall hear the same, and if they shall overrule any one of said exceptions, then such corporation, if it desires to appeal to said Superior Court, shall, within ten days thereafter, give notice of appeal to said Superior Court, and the said Commissioners shall thereupon transmit to the Superior Court of some county most convenient to all parties interested in said appeal a record of their determinations of the rates of said corporation, with the exception of the company and their decisions thereon, and all the papers and evidence considered by them in making their decision. The said cause shall be placed on the civil issue docket of said Court and shall have precedence of other civil actions, and shall be tried under the same rules and regulations as are prescribed for

Commissioners to make rates of charges for transportation of passengers and freight.

Schedule to be *prima facie* evidence of justice and reasonableness of rates.

Change of schedules.

Companies to post schedules at stations.

Schedules to be *prima facie* evidence, &c.

Appeal by company.

Exceptions to be filed.

Notice of appeal.

Commissioners to transmit record, &c.

Appeal to have precedence.

How tried.

Digitized by Google

the trial of other civil causes, except that the rates fixed by the Commissioners shall be *prima facie* just and fair: *Provided*, the appeal may, by consent of the Commissioners and the company, be heard and determined in chambers before any Judge of a district through or into which the railroad may extend, or any Judge holding Court therein. The cause shall be entitled "State of North Carolina on the relation of the Railroad Commissioners against such company." Either party may appeal to the Supreme Court from the judgment of the Superior Court under the same rules and regulations as prescribed by law for appeal, except that the State of North Carolina, if it shall appeal, shall not be required to give an undertaking or make any deposits to secure the cost of such appeal; and such Court may advance the cause on their docket so as to give the same a speedy hearing: *Provided*, that the rates of freight and fare fixed by the Commissioners shall be and remain the established rates, and shall be so observed and regarded by such corporations, until the same shall be changed, reversed or modified by the judgment of the Superior Court, unless the railroad company shall, within fifteen days, file with said Commissioners a justified undertaking (in a sum to be fixed by said Commissioners) conditioned to pay into the Treasury of North Carolina the difference between the aggregate freights charged or received and those fixed by said Commissioners, and to make a report of freights charged or received every three months during the pendency of such appeal, and whenever the aforesaid difference in freights equal or exceed the penalty of such undertaking or undertakings said Commissioners may require another to be executed and filed with them. From the time the undertaking first mentioned is filed as aforesaid the judgment appealed from shall be vacated, but a failure for ten days to file any additional undertaking required as aforesaid by said Commissioners shall *eo instanti* revive such judgment. Out of the funds paid into said Treasury under this section shall be refunded to shippers the overpaid freight ascertained by the final determination of the appeal, on the recommendation of said Commissioners: *Provided*, application therefor is made within one year from such final determination. Said undertaking shall be payable to the State of North Carolina and sued on as other undertakings which are payable to said State: *And provided further*, that such rates fixed by the Commissioners, when approved or confirmed by the judgment of the Superior Court, shall be and remain the established rates and shall be so observed and regarded by such corporation until the same shall be changed, revised or modified by the final judgment of the Supreme Court if there shall be an appeal thereto. No Judge shall grant an injunction, restraining order or other process staying or affecting, during the pending of such appeal, the enforcement of any such determination of the said Board fixing rates or fares without requiring as a condition precedent the executing and filing with said Board a justified undertaking in the sum of not less than twenty-five thousand dollars for all companies whose road is of less length than fifty miles and fifty thousand dollars for companies whose road is over

Appeals heard in chambers by consent.

Title of cause.

Appeal to Supreme Court.

Advancement of cause on docket.

Rates fixed by Commissioners to remain until reversed on appeal, unless company files undertaking, &c.

Additional undertaking.

Judgment vacated on filing of undertaking.

Judgment revived on failure to file additional undertaking.

Refunding to shippers.

Proviso.

Suit on undertaking.

Rates, when approved on appeal to Superior Court to be established rates, until reversed on appeal to Supreme Court.

No Judge to grant injunction unless requiring undertaking to be filed with Commissioners, &c.

Digitized by Google

fifty miles in length, conditioned that the company will make and file with said Board a sworn statement every three months, during the pending of said appeal, of the items of freight, with names of shippers, carried over said company's road within the preceding ninety days, showing the freights charged and those fixed by said Board, and that in the event the determination of said Board appealed from is affirmed in part or in whole the said company shall within thirty days pay into the Treasury of North Carolina the aggregate difference between the freights collected and those fixed by the final determination of the matter appealed. Whenever the aggregate difference between the freights collected and those fixed by the Board shall equal or exceed the sum specified in said undertaking, the said Board shall notify the appellant or appellants that another justified undertaking in like sum and with the same conditions as aforesaid is required to be executed and filed with said Board. A failure to file with said Board the sworn statement provided for in this section or any one of them when more than one is required or asked for, or a failure to give an additional undertaking when required within fifteen days from notice so to do, shall vacate and render null and void any restraining order, injunction or other process to stay the enforcement of any determination of said Board as to schedules of rates, etc. When any of the conditions of such undertaking or undertakings are broken the said undertaking or undertakings may be sued on and enforced in the name of the State of North Carolina on the relation of the Attorney General by summons returnable to the Superior Court of any county in the State at a regular term thereof. In cases where the sworn statements herein required to be made are not made, the whole penalty of the undertaking or undertakings shall be enforced and paid into the State Treasury. The sums paid into the Treasury under the provisions of this section shall be used to reimburse the shippers of freights for the excess of freights paid over what should have been paid, such reimbursements to be made on recommendation of said Board: *Provided*, application therefor is made within one year after the determination of the appeal in which the undertaking or undertakings were given. The recovery in each undertaking shall be applied as aforesaid to such excess of freights as is paid during the period covered by such undertaking. The Solicitor of the district shall prosecute the action in his Court on behalf of the State, and shall be allowed such fees, to be taxed in the bill of costs, as the Court may order; and the Attorney General shall prosecute on appeal to the Supreme Court on behalf of the State and shall be allowed such fees, to be taxed in the bill of costs, as the Court shall allow. Each railroad corporation or other company as herein-before named shall, within thirty days after the organization of the Commissioners, file with said Commissioners a schedule of their rates of charges for freight and passenger tariffs, and the said Commissioners are authorized and required to publish the said rates or a summary thereof in some convenient form for the information of the public and quarterly thereafter the changes made in said schedules if they deem it advisable.

Conditions of undertaking.

Additional undertaking.

When injunction to be deemed vacated, &c.

Action on undertaking.

Reimbursement of shippers.

Proviso.

Application of recovery on undertaking.

Solicitor to prosecute action.

Attorney General to prosecute on appeal to Supreme Court.

Companies to file schedule of rates with Commissioners within thirty days after organization.

Commissioners to publish.

Digitized by Google

Duties of Commissioners.

SEC. 8. That it shall be the duty of said Commissioners in the discharge of their duties under this act to investigate the books and papers of all the railroad companies doing business in the State, to ascertain if the rules and regulations aforesaid have been complied with and to make personal visitations of railroad offices, stations and other places of business for the purposes of examination and to make rules and regulations concerning such examinations, which rules and regulations shall be observed and obeyed as other rules and regulations. Said Commissioners shall have full power and authority to examine all officers, agents and employees of said railroad companies and other persons, under oath or otherwise, in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, and which rules and regulations herein provided for shall be obeyed and enforced as all other rules and regulations provided for in this act.

Empowered to examine officers, &c., under oath, &c.

Contracts between railroad companies as to rates to be submitted to Commissioners, &c.

SEC. 9. That all contracts and agreements between railroad companies doing business in this State as to rates of freight and passenger tariffs shall be submitted to said Commissioners for inspection and correction that it may be seen whether or not they are a violation of law or of the provisions of this act, or of the rules and regulations of said Commissioners; and all arrangements and agreements whatever as to the division of earnings of any kind by competing railroad companies doing business in this State shall be submitted to said Commissioners for inspection and approval in so far as they affect rules and regulations made by said Commissioners to secure to all persons doing business with said companies just and reasonable rates of freight and passenger tariffs, and said Commissioners may make such rules and regulations as to such contracts and agreements as may then be deemed necessary and proper, and any such agreements not approved by such Commissioners, or by virtue of which rates shall be charged exceeding the rates fixed for freight and passengers, shall be deemed, held and taken to be violations of this act and shall be illegal and void.

Arrangements, &c., for division of earnings to be submitted, &c.

Commissioners to make necessary rules, &c.

Agreement not approved by Commissioners to be deemed violation of this act.

Penalty against company violating rules and failing to make recompense.

SEC. 10. That if any railroad company doing business in this State by its agents or employees shall be guilty of a violation of the rules and regulations provided and prescribed by said Commissioners, and if, after due notice of such violation, given to the principal officer thereof, if residing in the State, and if not, to the manager, or superintendent, or secretary, or treasurer, if residing in the State, and if not, then to any local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation as may be directed by said Commissioners shall not be made within thirty days from the time of such notice such company shall incur a penalty for each offence of not less than fifty dollars nor more than five thousand dollars, to be fixed by the judge of the court in which such action shall be tried. An action for the recovery of such penalties shall lie in any county in the State where such viola-

Action to recover penalty.

Digitized by Google

tion has occurred or wrong has been perpetrated, and shall be in the name of the State of North Carolina. The Commissioners shall institute such action through the Attorney General or Solicitor of the judicial district in which violation has occurred, whose fees shall be fixed by the judge of the court in which said action shall be determined, and said fees shall be taxed in the bill of costs.

Commissioners to institute action.

Fees of Attorney General or Solicitor.

SEC. 11. That if any railroad company doing business in this State shall, in violation of any rule or regulation provided by the Commissioners aforesaid, inflict any wrong or injury on any person, such person shall have a right of action and recovery for such wrong or injury in the county where the same was done or where the plaintiff resides, in any court having jurisdiction thereof, and the damages to be recovered shall be the same as an action between individuals, except that in case of wilful violation of law such railroad companies shall be liable to exemplary damages: *Provided*, that all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury: *Provided further*, that if an individual is killed the time during which there is no administration shall not be counted: *Provided*, letters of administration are taken out within one year from the killing.

Action by person injured by violation by railroad company of rules provided by Commissioners.

Exemplary damages.

Suits to be brought within twelve months.

If person killed, time when no administration not to be counted, if letters of administration taken out in one year.

SEC. 12. That in all cases under the provisions of this act the rules of evidence shall be the same as in civil actions, except as provided by this act. All fines recovered under the provisions of this act shall be paid into the State Treasury to be used for such purposes as the General Assembly may provide. The remedies hereby given the persons injured shall be regarded as cumulative to the remedies now given or may be given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

Rules of evidence.

Fines payable into State Treasury.

Remedies cumulative.

No statutes giving remedies against railroads repealed.

SEC. 13. That the terms "such companies" or "railroad company" contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate, any railroad, steamboat, canal, express business or telegraph and telephone line, in whole or in part in this State, and the provisions of this act shall apply as far as applicable to all persons, firms and companies, and to all associations or persons, whether incorporated or otherwise, that shall do business as common carriers in this State (street railways excepted) the same as railroad corporations hereinbefore mentioned.

Meaning of "such companies" and "railroad company."

To whom provisions of this act applicable.

SEC. 14. That all railroad companies in this State, shall, on demand, issue duplicate freight receipts to shippers in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over the roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight such agent shall deliver the articles shipped upon payment of the rate charged for the class of freight mentioned in the receipt. If any railroad company shall violate the provisions of this statute, not otherwise provided for, such railroad company

Railroad companies to give duplicate freight receipts.

What to contain.

To deliver freight shipped.

Penalty for violation of this section.

Digitized by Google

shall incur a penalty, to be fixed and collected as provided in section ten of this act.

Commissioners to make annual reports to Governor.

SEC. 15. That it shall be the duty of the Commissioners herein provided for to make to the Governor annual reports of the transactions of their office, and to recommend, from time to time, such legislation as they may deem advisable under the provisions of this act, and the Governor shall have one thousand copies of such report printed for distribution.

One thousand copies to be printed.

Commissioners empowered to subpœna witnesses.

SEC. 16. That said Railroad Commissioners in making any examination for the purpose of obtaining information pursuant to this act shall have power to issue subpœnas for the attendance of witnesses by such rules as they may prescribe; and said witness shall receive for such attendance two dollars per day and five cents per mile traveled by the nearest practicable route in going to and returning from the place of meeting of said Commissioners, to be ordered paid by the Governor upon presentation of subpœnas sworn to by the witnesses, as to the number of days served and miles traveled, before the Clerk of said Commissioners, who is hereby authorized to administer oaths. In case any person shall wilfully fail or refuse to obey such subpœnas, the Commissioners shall have power to issue an attachment for such witness and compel him to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners; and said Commissioners shall have power to punish, for contempt, as in other cases of refusal to obey the process and order of any court. The Clerk of said Commissioners may serve any notice issued by them, and his return thereof shall be evidence of said service; and it shall be the duty of the Sheriffs in the State to serve any process, subpœnas and notices issued by said Commissioners, and they shall be entitled therefor to the same fees as are prescribed, or may be prescribed, for serving summons issuing from the Superior Court, and they shall be liable to the same fines and penalties for failure to discharge their duties on that behalf.

Witness fees.

How paid.

Attachment against witness failing to attend.

Punishment for contempt.

Service of notices by Clerk.

Duty of Sheriffs to serve process.

Fees.

Liability to fines, &c.

Penalty against officer, &c., of railroad company wilfully failing to make report, &c.

SEC. 17. That every officer, agent or employee of any railroad company who shall wilfully neglect or refuse to make and furnish any report required by the Commissioners for the purpose of this act, or who shall wilfully or unlawfully hinder, delay or obstruct said Commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum not less than one hundred and not more than five thousand dollars for each offence, to be recovered in an action in the name of the State. A delay of ten days to make and furnish such report shall raise the presumption that the same was wilful.

How recovered.

Presumption of wilful failure.

Code, section 1961, amended.

Law prohibiting reduction of rates reducing profits to less than six per cent. repealed.

All laws allowing railroads to charge other rates than those fixed by Commissioners repealed.

Conflicting laws repealed.

SEC. 18. That section one thousand nine hundred and sixty-one of The Code be amended by striking out all after the word "road" in the third line thereof, and all other laws and parts of laws which allow any railroad to charge [a greater] rate for freight or fare than shall be fixed by the said Commissioners are hereby repealed, and all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Digitized by Google

Commissioners to notify companies violating, &c., terms of this act, to present facts to Attorney General.

SEC. 19. The Commissioners, whenever in their judgment any corporation has violated or neglected in any respect to comply with the terms of the act by which it was created or with the provisions of any law of the State not provided for in this act, shall give notice thereof in writing to such corporations, and if the violation or neglect is continued after such notice, shall forthwith present the facts to the Attorney General who shall take such proceedings thereon as he may deem expedient.

Commissioners to notify companies in writing of necessary repairs, change of station, &c.

SEC. 20. The Commissioners, whenever they deem that repairs are necessary upon any railroad, or an addition to or change of its station or station-houses is reasonable and expedient in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation of the improvement and changes which it considers to be proper, and upon the failure or refusal of said corporation to comply with said requirement the said corporation shall be liable to the penalty of not less than fifty dollars nor more than two thousand dollars, in the discretion of said Commissioners.

Penalty for failure to comply.

Railroad not to abandon station, &c., established for a year, &c., without consent of majority of Commissioners.

SEC. 21. A railroad corporation which has established and maintained for a year a passenger station or freight depot at a point upon its road shall not abandon such station or depot nor substantially diminish the accommodation furnished by the stopping of trains except by consent of a majority of the Commissioners.

Railroad may relocate station, &c., with written approval of Commissioners.

SEC. 22. A railroad corporation may relocate passenger or freight depots with the approval in writing of the Commissioners.

Commissioners may require separate and equal accommodations for white and colored.

SEC. 23. That said Commissioners shall have power, whenever they deem it expedient and practicable, to require any railroad corporation operating a railroad or part of a railroad in this State to provide separate and equal accommodations for the white and colored races on the passenger trains and also at the passenger stations or waiting-rooms in this State, and for failure to comply with the orders of said Commissioners made under this section the penalty prescribed in section twenty of this act shall be imposed.

Penalty for failure.

Common carriers to afford facilities for interchange of traffic, &c.

SEC. 24. All common carriers subject to the provisions of this act shall, according to their powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and for the forwarding and delivering of passengers and freights to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges against such connecting lines, and connecting lines shall be required to make as close connection as practicable for the convenience of the traveling public. And said common carriers shall obey all rules and regulations made by said Commissioners relating to trackage. Any violation of the provisions of this section shall be punished at the discretion of said Commissioners by a fine of not less than five hundred dollars or exceeding five thousand dollars for each and every offence.

Connecting lines to make close connection.

To obey rules relating to trackage.

Penalty for violation of this section.

Carriage, &c., of property free or at reduced rates for United States, State, &c., not prohibited.

SEC. 25. That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or

Digitized by Google

from fairs or exhibitions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies and the necessary agents employed in such transportation, or the free transportation of persons traveling in the interest of orphan asylums or any department thereof, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of national homes or State homes for disabled volunteer soldiers and of soldiers' and sailors' orphan homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers or employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, that the Commissioners shall have power to suspend any or all the provisions of this section after thirty days notice to any company.

Mileage tickets, &c. Reduced rates to certain persons.

Free carriage to own officers, &c.

Interchange of passes.

Remedies at common law or by statute not abridged. Commissioners empowered to suspend this section, &c.

SEC. 26. That said Commissioners are hereby authorized and required to make or cause to be made just and reasonable rates of charges for the transportation of packages by any express company or companies doing business in the State; also make or cause to be made just and reasonable rates of charges for the transmission of messages by any telegraph or telephone line or lines doing business in the State, and any such express or telegraph companies charging a higher rate than that fixed or approved by said Commissioners shall incur a penalty for each offence of not less than fifty dollars nor more than five hundred dollars for each offence, and actions for the recovery of such penalties be brought as provided for in section seven of this act, with reference to penalties incurred by railroad companies; that the provisions of section seven of this act in relation to the publication of schedules, the regulations governing the right of appeal, the regulations as to evidence with reference to railroad companies shall apply to express and telegraph companies.

Commissioners to make rates for transportation of packages by express companies. To make rates for transmission of messages by telegraph lines.

Penalty for charging higher rates.

Action to recover penalty.

Provisions of section 7 applicable to express and telegraph companies.

SEC 27. That all subpœnas for witnesses to appear before said Commissioners or before any one or more of said Commissioners, and notice to persons or corporations shall be issued by one of said Commissioners and be directed to any sheriff, constable or marshal of any city or town who shall execute the same in his bailiwick and make due return thereof as directed therein under the penalties prescribed by law for a failure to execute and return the process of any court; and if any person duly summoned to appear and testify before said Commissioners shall fail or refuse to testify without a lawful excuse, or shall refuse to answer any proper question propounded to him by said Commissioners in the discharge of duty, or shall conduct him-

Subpœnas and notices, how issued and served.

Misdemeanor to fail to appear when summoned, &c., &c.

Digitized by Google

self in a rude, disrespectful or disorderly manner before said Commissioners, or any of them, deliberating in the discharge of duty, such person shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than fifty nor more than one thousand dollars. Penalty.

SEC. 28. That all the expenses of the Commissioners except as hereinbefore provided, including all necessary expenses for transportation incurred by the Commissioners or by their employees under their orders in making any investigation, or upon official business, or for any other purposes necessary for carrying out the provisions of this act shall be allowed, and the Auditor shall issue his warrant upon presentation of itemized vouchers therefor approved by the chairman of the Commission: *Provided*, that the expenses allowed under this section shall not exceed two thousand dollars annually: *And provided further*, whenever by reason of extraordinary efficiency or fitness that may be required to discharge the duties of the office of the clerk properly, efficiently and satisfactorily to the Commissioners, and the amount provided for in section two of this act should be inadequate to obtain this service, and not otherwise, the Commissioners may allow and pay to the clerk of said Commission out of the remainder of said fund an extra allowance not exceeding twenty-five per centum above his regular salary in such manner as in their judgment they may deem expedient. Expenses of Commissioners, how paid. Not to exceed $2,000 annually.

SEC. 29. That the fiscal year to which all reports shall be made which may be required of any railroad or transportation company by the Commissioners under this act shall be the thirtieth of June, as now fixed by law by the Interstate Commission of the United States: *Provided*, that from all decisions or determinations arising under the operation or enforcement of this act the party or corporation affected thereby shall be entitled to appeal therefrom as provided in section seven of this act, and when no exception is made to the facts as found by the Railroad Commission, then the appeal shall be taken direct to the Supreme Court. Fiscal year. Right of appeal. When to be taken to Supreme Court.

SEC. 30. The Commissioners may investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident, not so resulting, which they may deem to require investigation. Commissioners authorized to investigate causes of railroad accidents.

SEC. 31. Whenever any company or corporation embraced in this act has a controversy or controversies with another such company or corporation, or person or persons, and all the parties to such controversy agree in writing to submit such controversy to the Railroad Commissioners aforesaid as arbitrators, said Commissioners shall act as such, and after due notice to all parties interested shall proceed to hear the same, and their award shall be final. Said award, in cases where land or an interest in land is concerned, shall immediately be certified to the Clerk of the Superior Court of the county in which said land is situated and shall by such Clerk be docketed in the judgment docket for said county, and from such docketing shall be a judgment of the Superior of such county. Before such arbitrators parties may appear in person or by attorney. Arbitration of controversies by Commissioners. Award to be final. To be docketed and have force of judgment. Parties to arbitration may appear by attorney.

Digitized by Google

Inconsistent laws repealed.

SEC. 32. That all laws and clauses of [laws] inconsistent with the provisions of this act are hereby repealed.

When act to take effect.

SEC. 33. That this act shall go into effect on and after the first day of April, eighteen hundred and ninety-one.

Ratified the 5th day of March, A. D. 1891.

ASSESSMENT ACT—CHAPTER 297, LAWS 1893.

Railroad Commissioners to constitute Board of Appraisers for railroad, telegraph, &c., companies.

SECTION 42. The Commissioners elected from time to time under the authority of "An act to provide for the general supervision of railroads, steamboat and canal companies, express and telegraph companies doing business in the State of North Carolina," shall constitute a board of appraisers and assessors for railroad, telegraph, canal and steamboat companies.

President or other officer to make returns to board.

SEC. 43. The president, secretary, superintendent or other principal accounting officer within this State of every telegraph and railroad company, whether incorporated by any law of this State or not, shall return to said Commissioners for assessment and taxation, verified by the oath or affirmation of the officer making the return, all the following described property belonging to such corporation on

What property to be listed.

the first day of June of each year within this State, viz., the number of miles of such telegraph and railroad lines in each county in this State and the total number of miles in the State, including the roadbed, right-of-way and superstructures thereon, main and side tracks, depot buildings and depot grounds, section and tool houses, rolling stock and personal property necessary for the construction, repairs or successful operation of such telegraph and railroad lines, including also all Pullman or sleeping-cars owned by them or operated over

What property to be listed with county list-takers.

their lines: *Provided, however*, that all machine and repair shops, general office buildings, storehouses, and also all real and personal property outside of said right-of-way and depot grounds as aforesaid, of and belonging to any such railroad and telegraph companies, shall be listed for purposes of taxation by the principal officers or agents of such companies with the list-takers of the county where said real or personal property may be situated, in the manner provided by law for the listing and valuation of real and personal property. It shall be the duty of the list-takers, if required so to do by the

List-takers to send statement to board if required.

said Commissioners, to certify and send to the Commissioners on or before the third Monday in June in each year a statement giving the description of the property mentioned in the foregoing proviso, and

To send statement to auditor.

showing the assessed valuation thereof. The list-taker shall also, on or before the same day, send to the Auditor of State a like certificate

To send local rate of taxation to board.

of the assessed valuation and character of said property. The list-takers and assessors shall also certify to the Commissioners the local rate of taxation for county purposes as soon as the same shall be determined, and such other information obtained in the course of

Digitized by Google

the performance of the duties of their office as the said Commissioners shall require of them, and the mayor of each city or town shall cause to be sent to the said Commissioners the local rate of taxation for municipal purposes. Mayors to send rate of municipal taxation.

SEC. 44. The movable property belonging to a railroad company shall be denominated for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad in this State shall, in the month of June annually, return a list or schedule to the Commissioners, which shall contain a correct detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars and all other kinds of cars, and the value thereof. And a statement or schedule as follows: Rolling stock, when and how listed.

(1). The amount of capital stock authorized and the number of shares into which such capital is divided. Schedule.

(2). The amount of capital stock paid up.

(3). The market value, or if no market value, then the actual value of the shares of stock.

(4). The length of line operated in each county and the total in the State.

(5). The total assessed valuation of all its tangible property in this State.

(6). And all the information heretofore required to be annually reported by section nineteen hundred and fifty-nine of The Code. Such schedules shall be made in conformity to such instructions and forms as may be prescribed by the Commissioners and with reference to amounts and values on the first day of June of the year for which the return is made. Board to prescribe instructions and forms.

SEC. 45. The said Commissioners shall first determine the value of each railroad, and the aggregate value thus determined shall be apportioned in the same proportion that the length of such road in each county bears to the entire length thereof; and the Commissioners shall certify to the chairman of county commissioners and the mayor of each city or incorporated town the amount apportioned to his county, city or town, and the Commissioners shall make and forward a like certificate, together with all the reports of the various railroad officers or copies thereof, and other papers and evidence which formed the basis of the valuation, to the Auditor of the State. Method of valuation by board. Duty of board.

All taxes due the State from any railroad company, except the tax imposed for school purposes, shall be paid by the treasurer of each company directly to the State Treasurer within thirty days after the first day of July of each year, and upon failure to pay to the State Treasurer as aforesaid he shall institute an action to enforce the same in the county of Wake or any county in which such railroad is located. The board of county commissioners of each county through which said railroad passes shall assess against the same only the tax imposed by the State for school purposes and those imposed for county purposes and pensions. Taxes due state, how paid. When treasurer to institute action. What taxes to be assessed by county commissioners.

Digitized by Google

Railroad partly in this State and partly in another, how assessed.

SEC. 46. When any railroad has part of its road in this State and part thereof in any other State, the Commissioners shall ascertain the value of railroad track, rolling stock and shares of capital stock of such company, and divide it in the proportion the length of such road in this State bears to the whole length of such road, and determine the value of such railroad track, rolling stock and shares of capital stock in this State accordingly.

Railroad claiming exemption from taxation to make return.

SEC. 47. Any railroad company claiming exemption from taxation under this act by reason of any contract with the State shall, together with and in addition to the return required by the last section, make a further return specifying the act or acts of the General Assembly by which such contract is claimed to have been created, and also specifying what portion of the property of said railroad company is claimed to be exempt from taxation under this act, and the particulars as to character, location and value of property, if any, admitted to be liable under this act. Such returns shall be in no manner conclusive as to any of the facts therein stated, but said Commissioners shall investigate and determine whether any, and if any, what portion of the property of such company is beyond the power of the State to tax under this act. The residue of said property, after deduction of that which is exempt, shall be taxed pursuant to the provisions of this act. After the first Monday in July the Commissioners shall give a hearing to all companies interested touching the valuation and assessment of their property. The Commissioners may, if they see fit, require all arguments and communications to be presented in writing.

What return to show.

Board to investigate, &c.

Taxation of residue.

Board to give hearing, &c.

Leased roads, how assessed.

SEC. 48. If the property of any railroad company be leased or operated by any other corporation, foreign or domestic, the property of the lessor or company whose property is operated shall be subject to taxation in the manner hereinbefore directed, and if the lessee or operating company, being a foreign corporation, be the owner or possessor of any property in this State other than that which it derives from the lessor or company whose property is operated, it shall be assessed in respect of such property in like manner as any domestic railroad company.

Board empowered to summon witnesses, &c.

SEC. 49. The Commissioners shall have power to summon and examine witnesses and require that books and papers shall be presented to them for the purpose of obtaining such information as may be necessary to aid in determining the valuation of any railroad property.

Refusal of officer to attend, &c., a misdemeanor.

Any president, secretary, receiver or accounting officer, servant or agent of any railroad or steamboat company having any portion of its property or roadway in this State who shall refuse to attend before the Commissioners when required to do so, or refuse to submit to the inspection of said Commissioners any books or papers of such railroad company in his possession, custody or control, or shall refuse to answer such questions as may be put to him by said Commissioners, or order touching the business, property, moneys and credits and the value thereof of said railroad company, shall be guilty of a misdemeanor, and on conviction thereof before any court of competent jurisdiction shall be confined in the jail of the county not exceeding

Penalty.

Digitized by Google

thirty days and be fined in any sum not exceeding five hundred dollars and costs; and any president, secretary, receiver, accounting officer, servant or agent aforesaid so refusing as aforesaid shall be deemed guilty of contempt of such Commissioners and may be confined by order of said Commissioners in the jail of the proper county until he shall comply with such order and pay the cost of his imprisonment. Proceeding for contempt.

SEC. 50. The value of the shares of capital stock of any canal company in this State over and above the value of its real and personal property shall be assessed as above provided for railroads, and the real and personal property as other property in this State is assessed. In case any officer fails to return the property as provided in this section, the Commissioners shall ascertain the length of such property in this State and shall assess the same in proportion to length at the highest rate at which property of that kind is assessed by them. Stock in canal company, how assessed. On failure of officer to return property, board to assess.

AN ACT TO MAKE THE RAILROAD COMMISSION A COURT OF RECORD.

The General Assembly of North Carolina do enact:

SECTION 1. That the Railroad Commissioners elected at this General Assembly, and successors in office, be and they are hereby created and constituted a Court of Record inferior to the Supreme Court, and shall be known as the Board of Railroad Commissioners, and as such shall have all the powers and jurisdiction of a Court of general jurisdiction as to all subjects embraced in the act creating such Railroad Commission heretofore passed, and shall have a common seal.

SEC. 2. This act shall be in force from and after the first day of April, 1891.

AN ACT TO AMEND CHAPTER FORTY-NINE OF THE CODE.

The General Assembly of North Carolina do enact:

SECTION 1. That the Board of Railroad Commissioners of North Carolina are hereby empowered, whenever it shall appear wise and proper so to do, to authorize, allow and permit any railroad company operating in this State to run one or more fast mail trains over its road which shall only stop at such stations on the line of the road as may be designated by the company: *Provided*, that in addition to such fast mail train said railroad shall run at least one passenger train in each direction over its road on every day except Sunday, which shall stop at every station on the road at which passengers may wish to be taken up or put off: *Provided*, nothing in this act shall be construed to authorize any company, persons or corporations to run any trains over the Petersburg Railroad between Weldon and the State Railroad Commissioners authorized to allow railroad companies to run fast mail trains. Proviso. Proviso.

Digitized by Google

line after the expiration of the extension of the charter granted to that company by this State in one thousand eight hundred and ninety-one, unless and until the charter of said Petersburg Railroad shall be renewed by this General Assembly: *Provided further*, that nothing in this act shall be construed as preventing the running of local passenger trains on Sunday.

Proviso.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 9th day of February, A. D. 1893.

AN ACT TO AMEND CHAPTER 326, LAWS 1891.

The General Assembly of North Carolina do enact:

Chapter 326, laws 1891, amended.

SECTION 1. That chapter three hundred and twenty-six, section forty-seven, laws of one thousand eight hundred and ninety-one, be and the same is hereby amended by striking out all of said section down to and including the words "as thus determined" in line ten and inserting in lieu thereof the following: "The said Commissioners shall determine the value of railroad stock as defined in section forty-five and the value of the rolling stock, ascertaining such value from the earnings as compared with the operating expenses and taking into consideration the value of the franchise as well as other conditions proper to be considered in arriving at the true value of the property as in the case of private property and the aggregate value as thus determined."

Railroad Commissioners to assess value of railroad stock, rolling stock, &c.

Sec. 52 amended. Commissioners to assess property of canal and steamboat companies.

SEC. 2. That section fifty-two of said act be and the same is hereby amended by striking out all of said section down to and including the word "assessed" in line five and inserting in lieu thereof the following: "The property of all canal and steamboat companies shall be assessed for taxation as above provided for railroads."

SEC. 3. That this act shall be in force from and after its ratification.

Ratified the 14th day of February, A. D. 1893.

AN ACT TO AMEND SECTION ONE THOUSAND NINE HUNDRED AND FIFTY-NINE OF THE CODE, REQUIRING RAILROAD COMPANIES TO RENDER ANNUAL REPORTS TO THE GOVERNOR OF THE OPERATIONS FOR THE YEAR.

The General Assembly of North Carolina do enact:

Code, section 1959, amended.

SECTION 1. That section one thousand nine hundred and fifty-nine of The Code be and the same is hereby amended by adding the following at the end of said section: "*Provided*, that if the report herein mentioned shall be made to the Board of Railroad Commissioners instead of to the Governor, it shall be deemed a sufficient compliance with the requirements of this section."

Annual reports of railroad companies may be made to Railroad Commissioners.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 14th day of February, A. D. 1893.

Digitized by Google

AN ACT IN REGARD TO THE DELIVERY OF FREIGHT.

The General Assembly of North Carolina do enact:

On partial delivery of freight to consignee by common carrier, not lawful to demand freight charges on undelivered portion, &c.

SECTION 1. That whenever any goods, articles or freight of any kind shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of the same shall not have been received at the place of destination, it shall not be lawful for the carrier to demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received upon the payment or tender of the freight charges due upon such portion. But nothing in this act shall be construed as interfering with or depriving a consignor, or other person having authority, to his rights of stoppage *in transitu*.

Stoppage *in transitu*.

Railroad Commissioners to enforce act.

SEC. 2. The Railroad Commissioners shall enforce the enforcement of the provisions of this act by appropriate regulations, and this act shall be in force from and after its ratification.

Ratified the 6th day of March, A. D. 1893.

Digitized by Google

Digitized by Google

INDEX TO CASES REPORTED.

PAGE.

Albemarle and Raleigh Railroad Co., City of Wilmington v. 497
Avery v. Western Union Telegraph Co 541
Atlantic and North Carolina Railroad Co., Dickinson v 480
Atlantic and North Carolina Railroad Co., Stainback v 502
Atlantic and North Carolina Railroad Co., Arbitration 518
Atlantic Coast Line, to the Railroad Commission 510
Atlantic Coast Line, to the Railroad Commission 534
Atlantic Coast Line, Spruill, *et al.* v 539
Atlantic Coast Line, Pickett v 497
Atlantic Coast Line, Gardner v 531

Butner, C. B. v. Richmond and Danville Railroad Co 524
Blackmer Beard *et al.* to the Commission 496
Burlington v. Richmond and Danville Railroad Co 498

Carolina Roller Mills v. Wilmington and Weldon Railroad Co 481
Cape Fear and Yadkin Valley Railway Co., E. B. Faulk v 555
Cape Fear and Yadkin Valley Railway Co., E. B. Faulk v. 481
Cape Fear and Yadkin Valley Railway Co., Sparger Bros. v 500
Cape Fear and Yadkin Valley Railway Co., Pearsall, A. B. v 503
Clark, Walter v. Norfolk and Carolina and W. and W. Railroad Co.'s 504
Commissioners v. Wilmington and Weldon Railroad Co 504
Carolina Beach and Southport Steamboat Co., to the Railroad Commission 523
Carolina Central Railway Co., to the Railroad Commission 523
Carolina Central Railway Co., Fairley v 500
Charlotte Oil and Fertilizer Co. v. Seaboard Air Line System 491

Durham & Co. v. Richmond and Danville Railroad Co 485
Davenport, D. F. v. Wilmington and Weldon Railroad Co 528
Devane, Thos. W. v. Southern Express Co 543
Dickinson *et al.* v. Wilmington Sea Coast Railroad Co 548
Dickinson v. Atlantic and North Carolina Railway Co 480
Davenport v. Norfolk and Southern Railroad Co 502

East Carolina Land and Railway Co., Arbitration 518
Elliott Furniture Co. v. Richmond and Danville Railroad Co 521
Elliott Furniture Co. v. Richmond and Danville Railroad Co 540
Edwards v. Raleigh and Augusta Railway Co 499

Faulk, E. B. v. Cape Fear and Yadkin Valley Railway Co 555
Faulk, E. B. v. Cape Fear and Yadkin Valley Railway Co 481
Faison v. Wilmington and Weldon Railroad Co 552
Faison, John M. v. Southern Express Co 511
Fairley v. Carolina Central Railway Co 500

Digitized by Google

PAGE.

Gardner v. Atlantic and North Carolina Railroad Co 531

Holland Brothers v. Raleigh and Augusta Air Line Railway Co 483
Harper, G. W. F., to the Railroad Commission 494
Houck v. Richmond and Danville Railroad Co 494
Ham, W. A. v. Wilmington and Weldon Railroad Co 553
Hundley Bros. & Co. v. Richmond and Danville Railroad Co 512
High, Oscar v. Wilmington, Columbia and Augusta Railroad Co 517
Holt, Allen v. The Southern Express Co 518
Hart, E. E. v. Wilmington and Weldon Railroad Co 527

Jerman, T. P. v. Richmond and Danville Railroad Co 535
Johnston County, Commissioners of, to the Railroad Commission 542
Junaluska Alliance v. Richmond and Danville Railroad Co 482

Laurel River and Hot Springs Railroad Co., to the Railroad Commission 534
Lanier, J. B. v. Richmond and Danville Railroad Co 527
Lindsay, H. D. v. Southern Express Co 553
Latham v. Richmond and Danville Railroad Co 492
Murphy, Citizens of v. Richmond and Danville Railroad Co 529
Macon, H. L. v. Raleigh and Gaston Railroad Co 538
Murphy, Jenkins & Co. v. Norfolk and Carolina Railroad Co 516
Morganton Manufacturing and Trading Co. v. R. and D. Railroad Co 526
Morganton, Citizens of v. Western Union Telegraph Co 550

Norfolk and Southern Railroad Co., to the Railroad Commission 501
Norfolk and Southern Railroad Co., to the Railroad Commission 533
Norfolk and Southern Railroad Co., Davenport v 502
Norfolk and Carolina Railroad Co., to the Railroad Commission 486
Norfolk and Carolina Railroad Co., Murphy, Jenkins & Co v 516
Norfolk and Carolina Railroad Company, Clark v 504
Nurney, C. N. v. Wilmington and Weldon Railroad Co 554
Nicholson v. Wilmington and Weldon Railroad Co 516

Ormond v. Richmond and Danville Railroad Co 487

Pearsall, A. B. v. Cape Fear and Yadkin Valley Railway Co 503
Poteet & Kanipe v. Richmond and Danville Railroad Co 514
Pickett v. Atlantic Coast Line 497
Pikeville, Citizens of v. Wilmington and Weldon Railroad Co 550

Root v. Richmond and Danville Railroad Co 493
Riggan, J. D. v. Western Union Telegraph Co 531
Ridgeway Alliance v. Richmond and Danville Railroad Co 525
Raleigh and Augusta Air Line Railway Co., Holland Bros. v 483
Raleigh and Augusta Air Line Railway Co., Charlotte Oil and Fertilizer Co. v 491
Raleigh and Augusta Air Line Railway Co., Smith v 495
Raleigh and Augusta Air Line Railway Co., Edwards v 499
Raleigh and Gaston Railroad Co., Macon v 538

Digitized by Google

PAGE.
Richmond and Danville Railroad Co., Shepherd, Citizens of v 484
Richmond and Danville Railroad Co., Citizens of Whittier v 514
Richmond and Danville Railroad Co., Durham & Co v 485
Richmond and Danville Railroad Co., Ormond v 487
Richmond and Danville Railroad Co., Junaluska Alliance v 482
Richmond and Danville Railroad Co., Root v 493
Richmond and Danville Railroad Co., Houck v 494
Richmond and Danville Railroad Co., Burlington v 498
Richmond and Danville Railroad Co., Latham v 492
Richmond and Danville Railroad Co., Elliott Furniture Co. v 521
Richmond and Danville Railroad Co., Elliott Furniture Co. v 540
Richmond and Danville Railroad Co., Butner, C. B. v 524
Richmond and Danville Railroad Co., Hundley Bros. v 512
Richmond and Danville Railroad Co., Ridgeway Alliance v 525
Richmond and Danville Railroad Co., Morganton Mfg and Trading Co. v 526
Richmond and Danville Railroad Co., Citizens of Murphy v 529
Richmond and Danville Railroad Co., Tucker v 532
Richmond and Danville Railroad Co., Jerman v 535
Richmond and Danville Railroad Co., Lanier, J. B. v 527
Richmond and Danville Railroad Co., Poteet & Kanipe v 514

Shepherd, Citizens of v. Richmond and Danville Railroad Co 484
Spruill, Armistead *et al.* v. Atlantic Coast Line System 539
Smith, G. W. v. Raleigh and Augusta Air Line Railway Co 495
Sparger Bros. v. Cape Fear and Yadkin Valley Railway Co 500
Southern Express Company, Faison v 511
Southern Express Company, Lindsay v 553
Southern Express Company, Devane v 543
Southern Express Company, Holt v 518
Stainback v. Atlantic and North Carolina Railroad Co 502

Thompson, L. v Western Union Telegraph Co 529
Tucker, W. C. v. Richmond and Danville Railroad Co 532

Walton, E. M. v. Wilmington, Newbern and Norfolk Railroad Co 543
Whittier, Citizens of v. Richmond and Danville Railroad Co 514
Williamston, Citizens of v. Wilmington and Weldon Railroad Co 497
Worth v. The Western Union Telegraph Co 498
Williams, Nathan v. Wilmington and Weldon Railroad Co 515
Wilmington Sea Coast Railroad Co., to the Commission 535
Wilmington, Newbern and Norfolk Railroad Co., to the Commission 544
Wright v. Wilmington and Weldon Railroad Co 508
Wilson, City of 524
Whichard, W. R. v. Wilmington and Weldon Railroad Co 513
Wilmington and Weldon Railroad Co., to the Railroad Commission 545
Wilmington and Weldon Railroad Co., to the Railroad Commission 552
Wilmington and Weldon Railroad Co., Citizens of Pikeville v 550
Wilmington and Weldon Railroad Co., Nurney, C. N. v 554
Wilmington and Weldon Railroad Co., Clark v 504

Digitized by Google

PAGE.

Wilmington and Weldon Railroad Co., Davenport, D. F. v 528
Wilmington and Weldon Railroad Co., Gardner v 531
Wilmington and Weldon Railroad Co., Faison v 552
Wilmington and Weldon Railroad Co., Ham v 543
Wilmington and Weldon Railroad Co., Pickett v 497
Wilmington and Weldon Railroad Co., Wright v 508
Wilmington and Weldon Railroad Co., Whichard v 513
Wilmington and Weldon Railroad Co., Williams v 515
Wilmington and Weldon Railroad Co., Nicholson v 516
Wilmington and Weldon Railroad Co., Wilson, Citizens of v 524
Wilmington and Weldon Railroad Co., Hart, E. E. v 527
Wilmington and Weldon Railroad Co., Spruill *et al.* v 539
Wilmington and Weldon Railroad Co., Carolina Roller Mills v 481
Wilmington and Weldon Railroad Co., City of Williamston v 497
Wilmington and Weldon Railroad Co., Commissioners v 504
Wilmington, Columbia and Augusta Railroad Co., High v 518
Wilmington, Onslow and East Carolina Land and Railway Co., Yopp v 492
Wilmington, Newbern and Norfolk Railway Co., Walton v 543
Wilmington Sea Coast Railway Co., Dickinson *et al.* v 535
Western Union Telegraph Company, Riggan v 531
Western Union Telegraph Company, Thompson v 521
Western Union Telegraph Company, Avery v 541
Western Union Telegraph Company, Yopp v 489
Western Union Telegraph Company, Worth v 498
Western Union Telegraph Company, Citizens of Morganton v 550

Yopp v. Wilmington, Onslow and East Carolina Railway Co 492
Yopp v. Western Union Telegraph Co 489

Digitized by Google

GENERAL INDEX.

Index to Complaints and Decisions, see page 577.

PAGE.

Act—Railroad Commission 557
Court of record 573
constituting Railroad Commissioners a Board of Appraisers 570
Aberdeen and West End Railroad—assessment of 4
report of 338
Aberdeen and Rock Fish Railroad—assessment of 2
report of 340
Accidents 462
Albemarle and Raleigh Railroad—assessment of 2
history and report of 57
Albemarle and Chesapeake Canal—assessment of 39
Appraisers—Commissioners a Board of 20
Assessment—of steamboat and canal companies 39
of Pullman Car Company 32
railroads 2
by counties 19
by towns 25
Assessment—of telegraph companies 35-38
Asheville and Spartanburg Railroad—assessment of 2
report of 215
Atlantic Coast-Line System—assessment of 2-9
reports 44
Atlantic and Danville Railroad—assessment of 4
report of 345
Atlantic, Tennessee and Ohio Railroad—assessment of 2
report of 212
Atlantic and North Carolina Railroad—assessment of 4
report of 341
Atlanta and Charlotte Air Line Railroad—assessment of 2
report of 202

Board of Railroad Commission—Act creating 557
Board of Appraisers—Commission a board of 570

Cape Fear and Yadkin Valley Railroad—assessment of 4
report of 346
Canal companies—assessment of 39
Capital stock, funded debt—Table E 468
Carolina Central Railroad—assessment of 3
report of 124
Carthage Railroad—assessment of 4
report of 360

Digitized by Google

PAGE.

Cashie and Chowan Railroad—assessment of 4
report of 366
Cashie and Roanoke Railroad—assessment of 4
report of 367
Charlotte, Columbia and Augusta Railroad—assessment of 3
report of 224
Charleston, Cincinnati and Chicago Railroad—assessment of 4
report of 368
Cheraw and Darlington Railroad—assessment of 2
report of 66
Chester and Lenoir Railroad—assessment of 3
report of 284
Classification—freight 432
Circulars—issued by the Commission 474
Clinton Branch Railroad—assessment of 2
report included in Wilmington and Weldon report.
Court of record—act to make Commissioners 573
Counties—assessment of railroads in 19
Complaints, decisions, etc—index page.

Danville, Mocksville and South-Western Railroad—assessment of 4
report of 376
Decisions, etc 480
Danville and Western Railroad—assessment of 2
Durham and Northern Railroad—assessment of 3
report of 138

Earnings, Recapitulation of—Table F 470
East Tennessee and Western North Carolina Railroad—assessment of 4
report of 376
Egypt Railroad—assessment of 4
report of 377
Equipment, Description of 461
Employees and Compensation—Table H 473
Express Company, Southern 425

Fairfield Canal Company—assessment of 39
Freight Tariff 431

Georgia, Carolina and Northern Railroad—assessment of 3
report of 149
Glendon and Gulf Manufacturing and Mining Company—assessment of 2
report of 381
Gumberry and Jackson Railroad and Lumber Company—report of 382

Hamilton Railway Company—assessment of 4
report of 383
High Point, Randleman, Ashboro and Southern Railroad—assessment of 3
report of 244
Hoffman and Troy Railroad Company—assessment of 4
report of 382

Digitized by Google

PAGE.

Jamesville and Washington Railroad—assessment of 4
report of 384

Laurel River and Hot Springs Railroad—assessment of 4
report of 385
Louisburg Railroad—assessment of 3
report of included in Raleigh and Gaston.

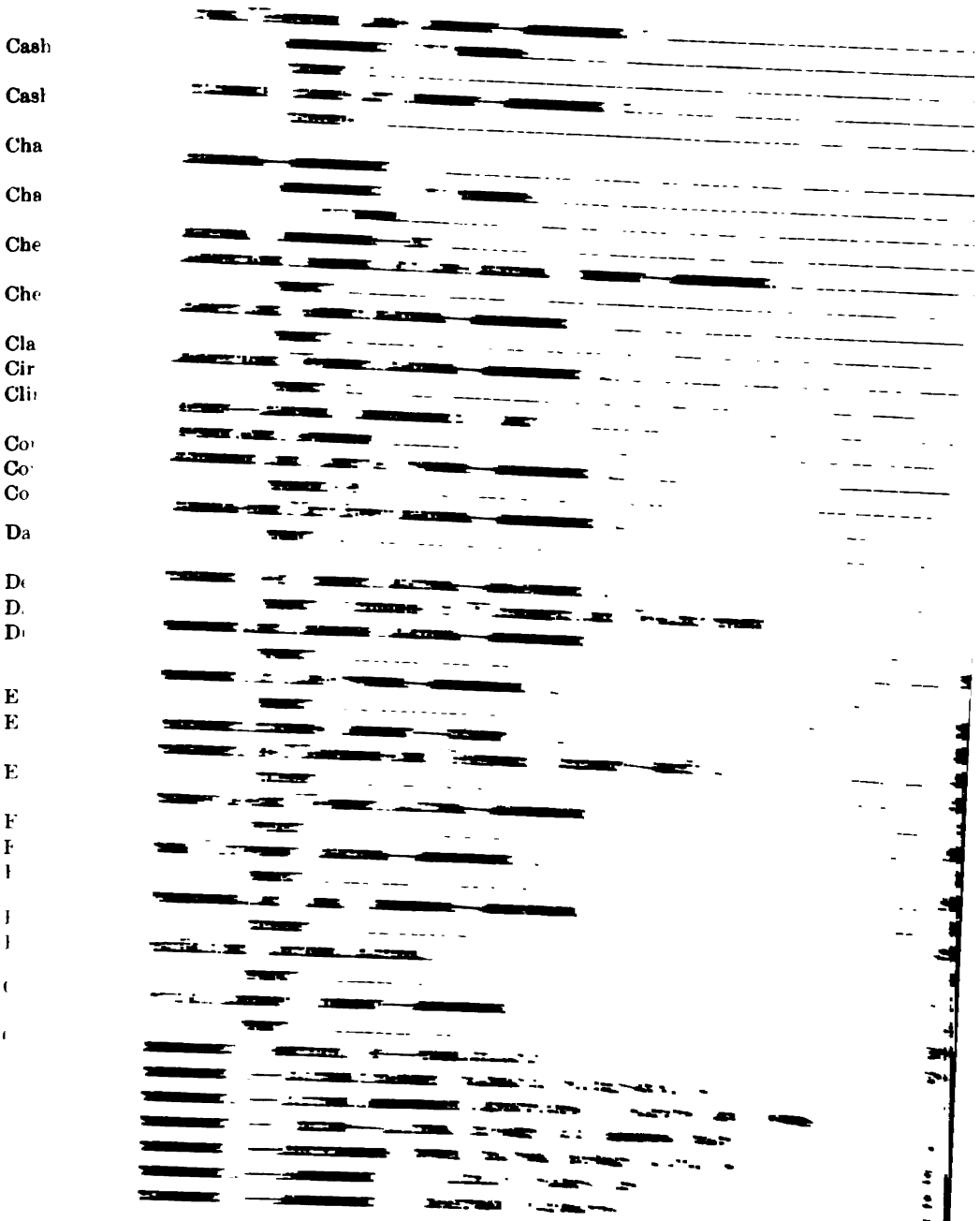
Marietta and North Georgia Railroad—assessment of 4
report of 386
Midland North Carolina Railroad—assessment of 2
report of included in Wilmington and Weldon report.
Milton and Sutherlin Railroad—assessment of 3
report of 250
Moore County Railroad—assessment of 4
report of 404
Murfreesboro Railroad—assessment of 3
report of included in R. and T. report.

Nashville Branch Railroad—assessment of 2
report of included in Wilmington and Weldon report.
New Hanover Transit Company—assessment of 4
report of 399
Norfolk and Southern Railroad—assessment of 4
report of 387
North Carolina Railroad 527
assessment of 3
report of 314
North Carolina Midland—assessment of 3
report of 256
Norfolk and Carolina Railroad—assessment of 2
report of 76
Norfolk and Western—assessment of 4
report of 400
North Western North Carolina Railroad—assessment of 3
report of 264

Oxford and Clarksville Railroad—assessment of 3
report of 275
Oxford and Henderson Railroad—assessment of 3
report of 284

Palmetto Railroad—assessment of 4
report of 405
Passenger Tariff 430
Petersburg Railroad—assessment of 2
report of 87
Piedmont Railroad—assessment of 3
report of 324
Pittsboro Railroad—assessment of 3
report of included in R. and A. report.

Digitized by Google



Digitized by Google

PAGE.

Statement G—Assessment of Postal Telegraph and Cable Company 38
Statement H—Assessment of steamboat property 39
Statement I—Assessment of Wilmington and Weldon Railroad Company for back taxes 40

Telephone tariff 428
Table A—Railroads, mileage and terminals 450
Table B—Accidents to persons 462
Table C—Description of equipment 461
Table D - Cost of road, construction and equipment 466
Table E—Capital stock, funded debt, etc 468
Table F—Recapitulation of earnings, etc 470
Table G—Deduction from earnings, etc 472
Table H—Employees and compensation 473
Telegraph companies—assessment of 35
joint tariff 427–429
Telegraph and telephone companies—officers of 427
Towns—Railroads and assessments 25
Tariffs—Freight tariff 431
Passenger tariff 430
Telegraph tariff 429
Telephone tariff 428
Classification 432

Warrenton Railroad—assessment of 4
report of 416
Western North Carolina Railroad—assessment of 3
report of 326
Wilmington, Chadbourne and Conway Railroad—assessment of 2
report of 101
Western Union Telegraph Company—assessment of 35
officers of 427
tariff of 429
Wilmington, Columbia and Augusta Railroad—assessment of 2
report of 110
Wilmington, Newbern and Norfolk Railroad—assessment of 4
report of 417
Wilmington and Weldon Railroad—assessment of 2
assessment of for back taxes 40
report of 44
Wilson and Fayetteville Branch—assessment of 2
report of included in W. & W. report.
Wilmington Sea Coast Railroad—assessment of 4
report of 424
Winton Railroad—assessment of 4
report of 424

Yadkin Railroad—assessment of 3
report of 306

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

HARVARD LAW LIBRARY

GIFT OF

Bureau of Railway Economics Library.

Received Nov. 23. 1915.

Digitized by Google

Digitized by Google